1915

T 24

N. W. [illegible]
So. DIV.

TRANSIT BOOK

N. W. P. R. R. CO.

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O.K.

No 60594

MADE BY

The Hicks-Judd Company

Bookbinders, Printers

Loose Leaf Systems

51-65 First St. San Francisco

★★ Give above number when ordering

Dup...

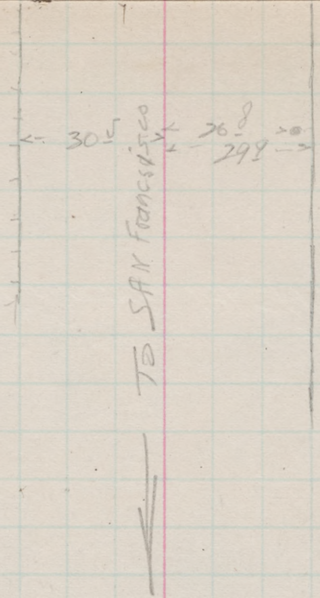
Hewson — J. Hewson
Houston
Adele Bouteiller

WATSON	36-38	" " "	— ✓	12-29-15
N. of KIDD CREEK	39-40	Encroachment of Barn	— ✓	12-30-15
KIDD CREEK-	41-44	Station Plan Data-	— ✓	12-30-15
DUNCANS MILLS-	45-	Location of New Corral	✓	12-30-15
Bodega Roads	46-48	Levels Over Trestle 62-J-	✓	12-30-15
Valley Ford	49-51	" " " 58-G-	✓	12-31-15
CAZADERO	52-53	STATION PLAN NOTES	— ✓	12-28-15
"	54	Subdivion - Block 8	— ✓	Mar. 27-1913
"	55	Showing - Block - 9 -	— ✓	" " "
Cazadero Redwoods	56-57	Station Plan Notes	— ✓	6-24-15
Tunnel #1	58-59	Levels top rail in tunnel	✓	
" "	60-61	Traverse curve East End	✓	
Tiburon	62-64	Sounding Freight + Pass Slips	✓	4-17-16
Tunnel #1	65-66	Grades	✓	

- INDEX - T-24

Station	Page				
VALLEY FORD	1-4	Station Plan Data	- ✓	Plotted (N-112)	4-1-15
CASCADE · E.S.F.	5-6	" " "	✓		4-1-15
CASINI E.S.F.	7-8	" " "	✓		4-2-15
Moscow E.S.F.	9	" " "	-		4-2-15
Sheridan E.S.F.	10-12	" " "	·		4-3-15
Escalle	13-14	" " "	-		
Kentfield	15-17	" " "	-		7-27-15
Ross	18	Location & Lengths of Culverts & Pipes		✓	7-30-15
SHAFTER'S CUT	19-22	Plan, X-Sections, Etc. In Connection With Std Gaugeing		✓	9-28-15
AUSTIN CREEK	23-26	Station Plan Notes -	—	✓	12-28-15
FRASER	27-28	" " "	—	✓	12-28-15
CAZADERO	29-31	" " "	—	✓	12-29-15
MILLERS RETREAT	32-33	" " "	—	✓	12-29-15
MAGNESIA	34-35	" " "	—	✓	12-29-15

1935+90^{9} Tel. Pole-
5 + 20^{8}



- VALLEY FORD -

Notes For New Station Plan —

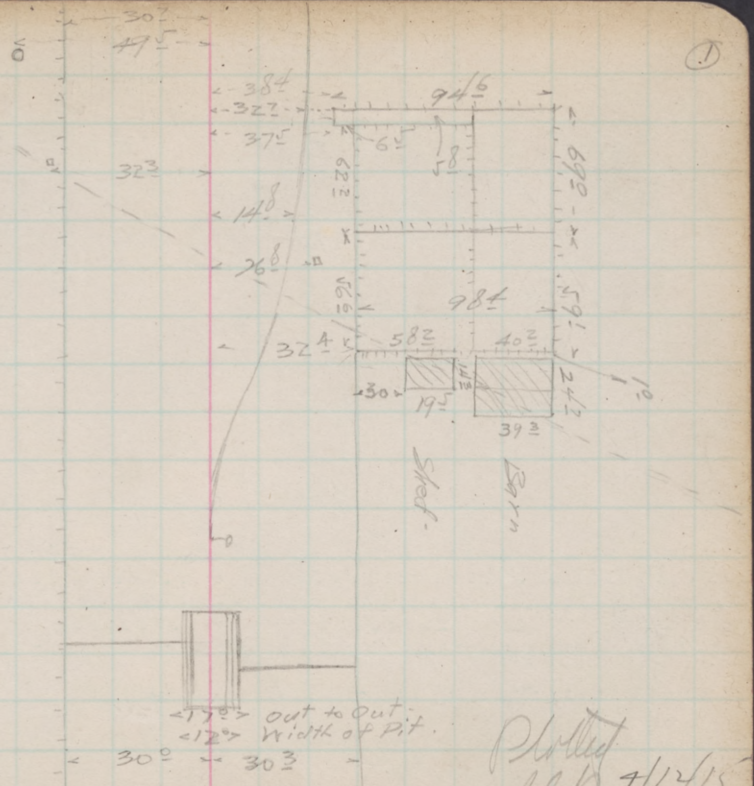
4-1-15

W.T.R.

W.J. Andrews

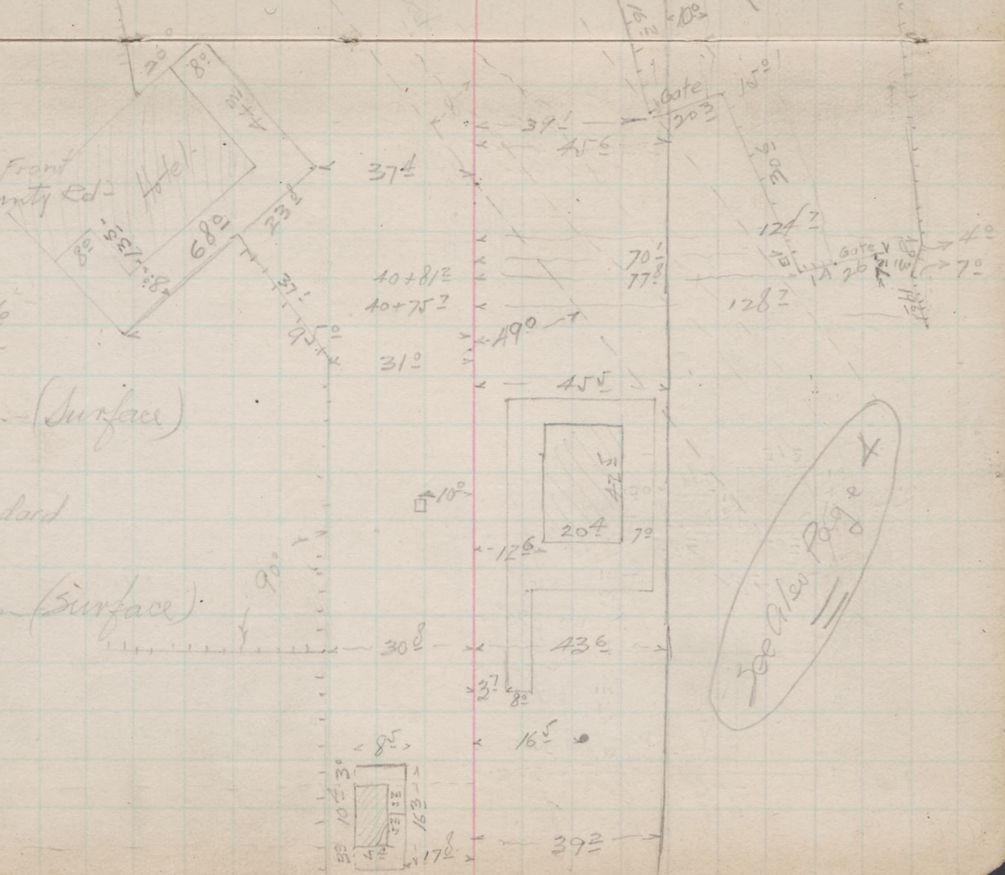
D.J. Fee -

$8+96^{6}$	$38+66^{1}$	Pump (Hand-)
$+92^{2}$	$+62^{3}$	E.L. Corral-
$8+32^{3}$	$38+02^{4}$	Tel. Pole-
$38+29^{9}$	38	
$+09^{2}$	$+79^{3}$	Tel. Pole-
$7+72^{7}$	$7+42^{8}$	P.F. #10
$+69^{5}$	$+39^{6}$	Line Corral Fence-
$7+23^{5}$	$+93^{6}$	P.S.
$+08^{0}$	$+78^{1}$	E.E. Pit Cat Gu. 58-E.
$+06^{6}$	$+76^{7}$	Rt. Wing Fence-
$+05^{6}$	$+75^{7}$	Lt " "
$+99^{9}$	$+70^{0}$	W.E. Cat-Gu. 58-E-

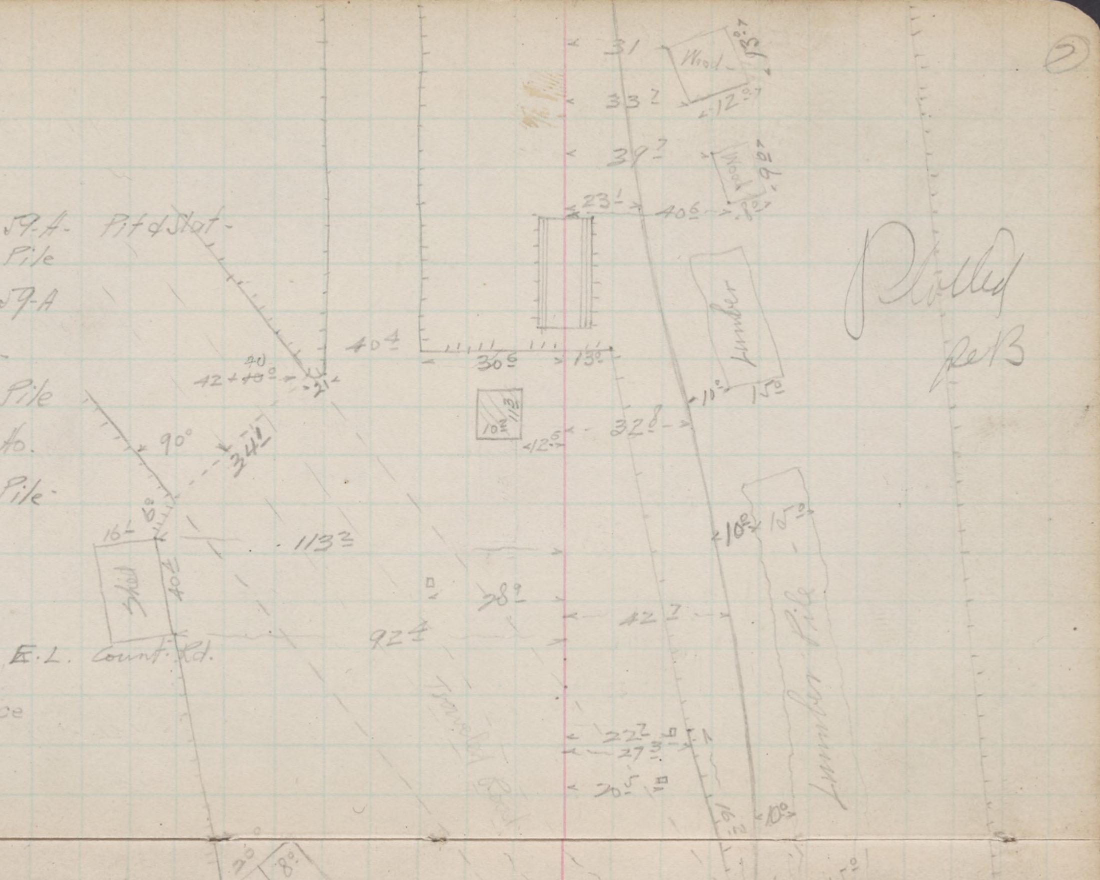


Plotted
SEB 4/12/15

$+39^{0}$	$+01$	℄ County Rd
$+31^{9}$	$1+02^{0}$	Gate
$+25^{7}$	$+95^{8}$	Cor. of Hotel-Porch-Front
$+15^{9}$	$+86^{0}$	W.L. County Rd-
$+13^{1}$	$+83^{7}$	End of Fence-
$+13^{1}$	$+83^{7}$	Tel. Pole-
$+05^{1}$	$+75^{7}$	Fence Cor. on Rt-
1 $+09^{0}$	$+79^{0}$	W. End of Lumber Pile
$+89^{6}$	$+59^{7}$	Back Cor Hotel Porch-
$+86^{0}$	$+57^{0}$	Cor. of Fence-
$+75^{6}$	$+45^{7}$	E.E. Depot Platform-(Surface)
$+68^{9}$	$+38^{8}$	E.E. Depot-
$0+32^{6}$	$+02^{7}$	℄ Semaphore Standard
$+26^{4}$	$+96^{5}$	W.E. Depot-
$+19^{5}$	$+89^{6}$	W.L. Depot Platform (Surface)
$10+02^{7}$	$+72^{8}$	P.I. Fence Line.
$9+87^{5}$	$+57^{5}$	Line Depot Platform
$+84^{1}$	$+54^{2}$	Tel. Pole-
$9+44^{7}$	$+14^{8}$	E.L. Water Closet-
$+34^{4}$	$+04^{5}$	W.L. "

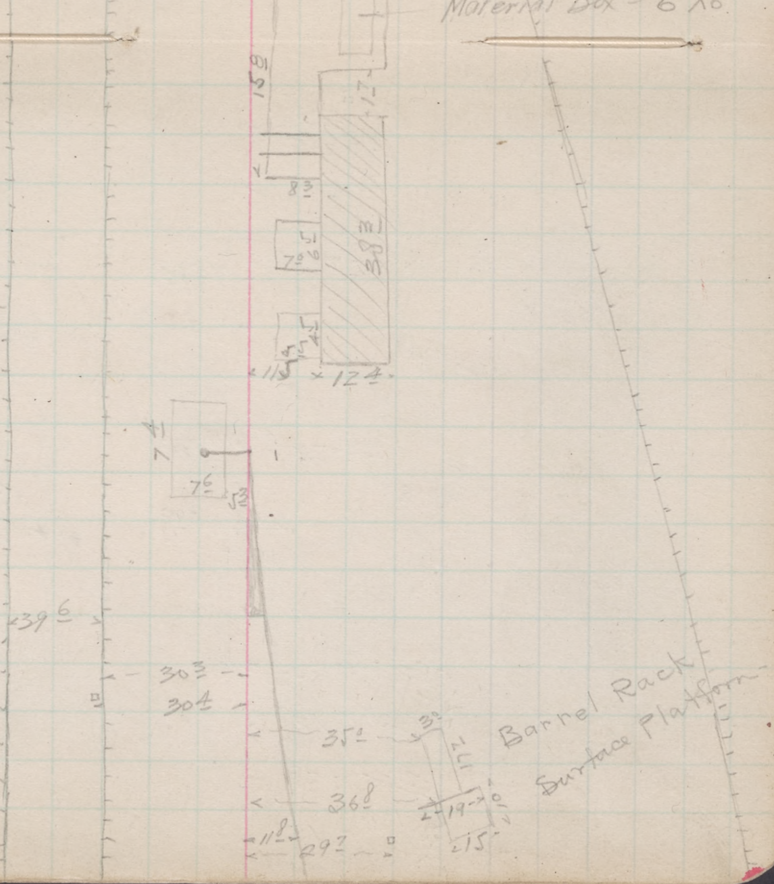


+96^4	12+66^5	E.E. Wood Pile
+83^6	+53^7	W.E. " "
+70^3	+40^4	E.E. Wood Pile
+60^4	+30^5	W.E. " " / E.E. Cat. Gu. 59-A
2 +58^6	+28^7	E.E. Lumber Pile
+54^3	+24^4	W.E. Cat. Gu. 59-A
+53^3	+23^4	Wing Fences.
+41^1	42+11^2	W.E. Lumber Pile
	42	Ctrs
+22^3	+92^4	W.E. Sand Ho.
+21^1	+91^3	E.E. Lumber Pile
+05^9	+76^0	Tel. Pole
1 +80^0	+50	Ctrs
+75^3	+45^4	W. Cor. Shed
+62^0	+32^1	
41+42^5	+12^6	Angle in Fence / Cross. Sign
+39^4	+09^5	Tel. Pole
+39^0	+09	℄ County Rd.



Plotted
ReB

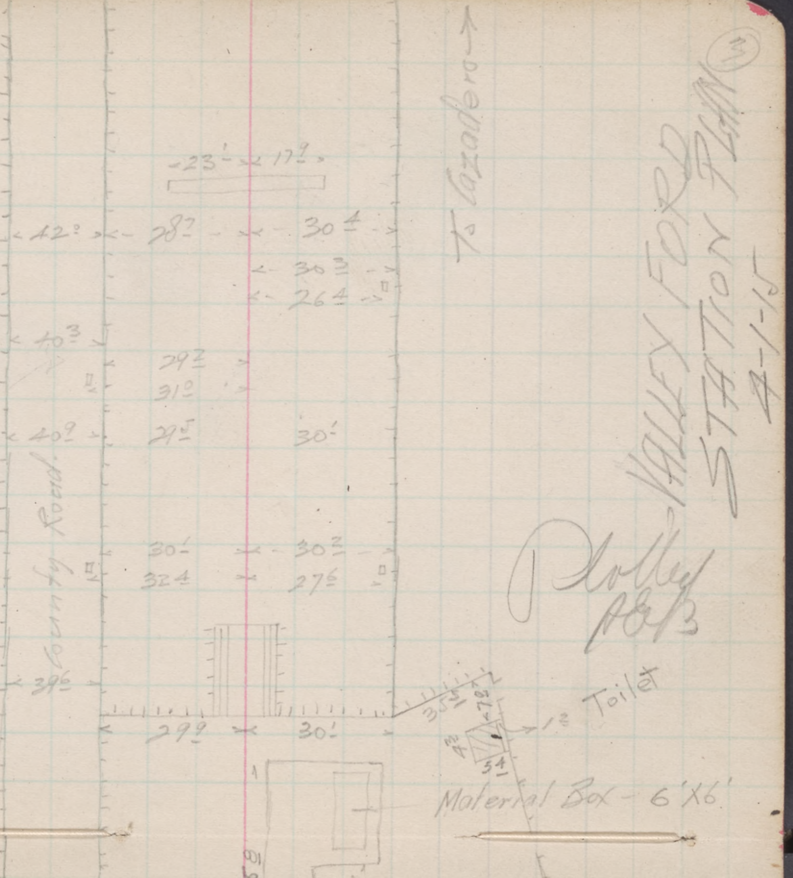
$+66^{2}$	36^{3}		P.I. Fence Line-
$+61^{4}$	31^{3}		W.L. Push Car Platform-
$5+59^{6}$	29^{7}		E.L. Section Ho.
$+57^{9}$	27^{9}		Handcar Track-
$+52^{6}$	22^{7}		W.L. Platform
$+38^{6}$	08^{7}		E.L. "
$+32^{2}$	$+02^{3}$		W.L. "
$+26^{4}$	$+96^{5}$		E.L. "
$+21^{6}$	$+91^{7}$		W.L. Section House-
$+10^{4}$	80^{5}		Sw. Stand Platform - E.L.
$+06^{8}$	76^{7}		P. Spl. Sw.
$+03^{0}$	73^{1}		Sw. Std Platform W.L.
$4+00^{2}$	30^{4}		E.F. Gate-
$3+57^{3}$	27^{4}	✓	P.F. # 10
$+44^{2}$	14^{8}		P.I. Fences-
$3+38^{1}$	$3+08^{2}$		Tel. Pole-
$3+25^{0}$	$+95^{1}$		E.E. Oil Barrel Rack
$+08^{4}$	$+78^{6}$		W.E. " " "
$+04^{7}$	74^{8}		Tel. Pole

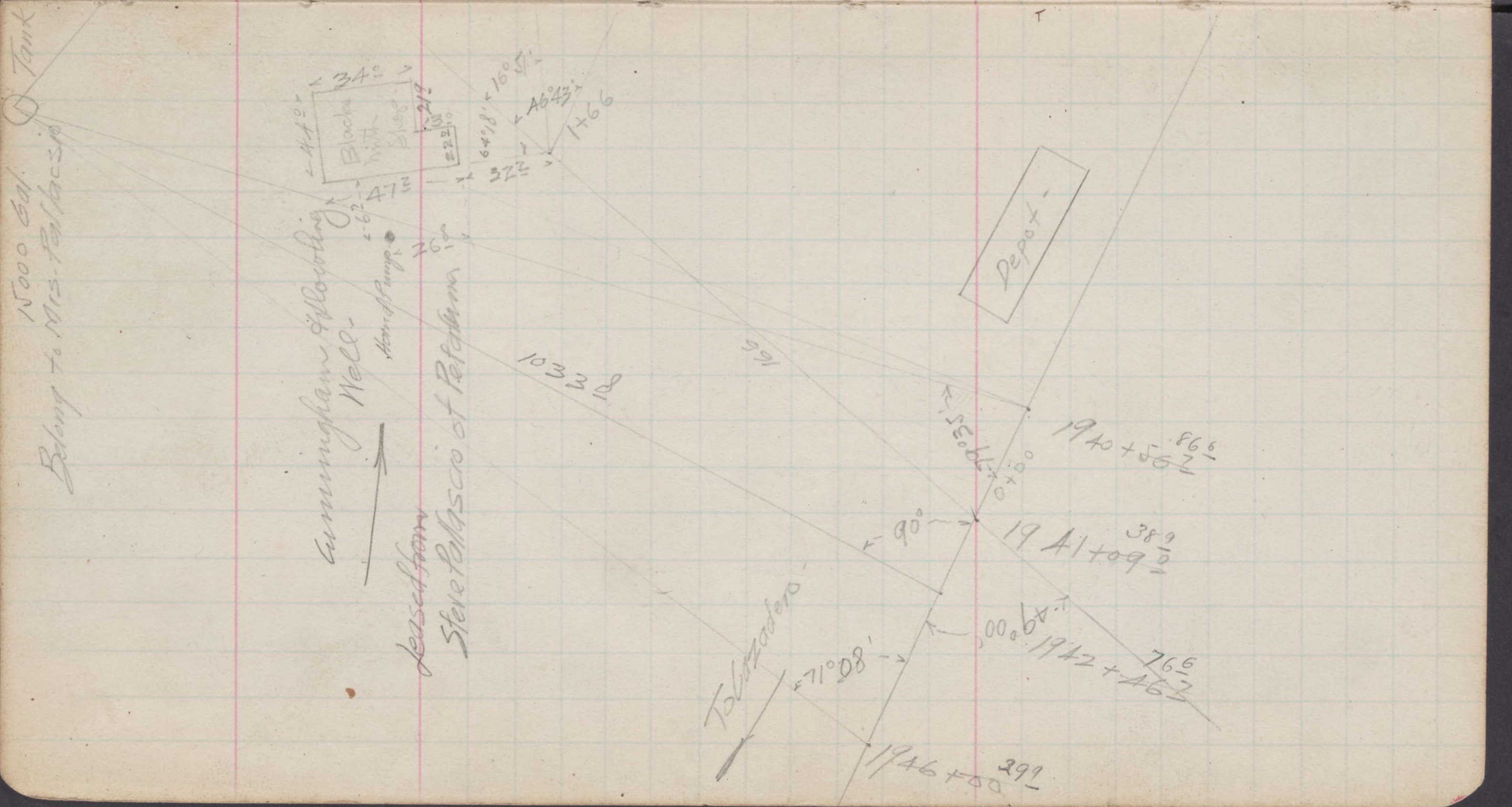


Correction +29.9 AEB 4/9/15

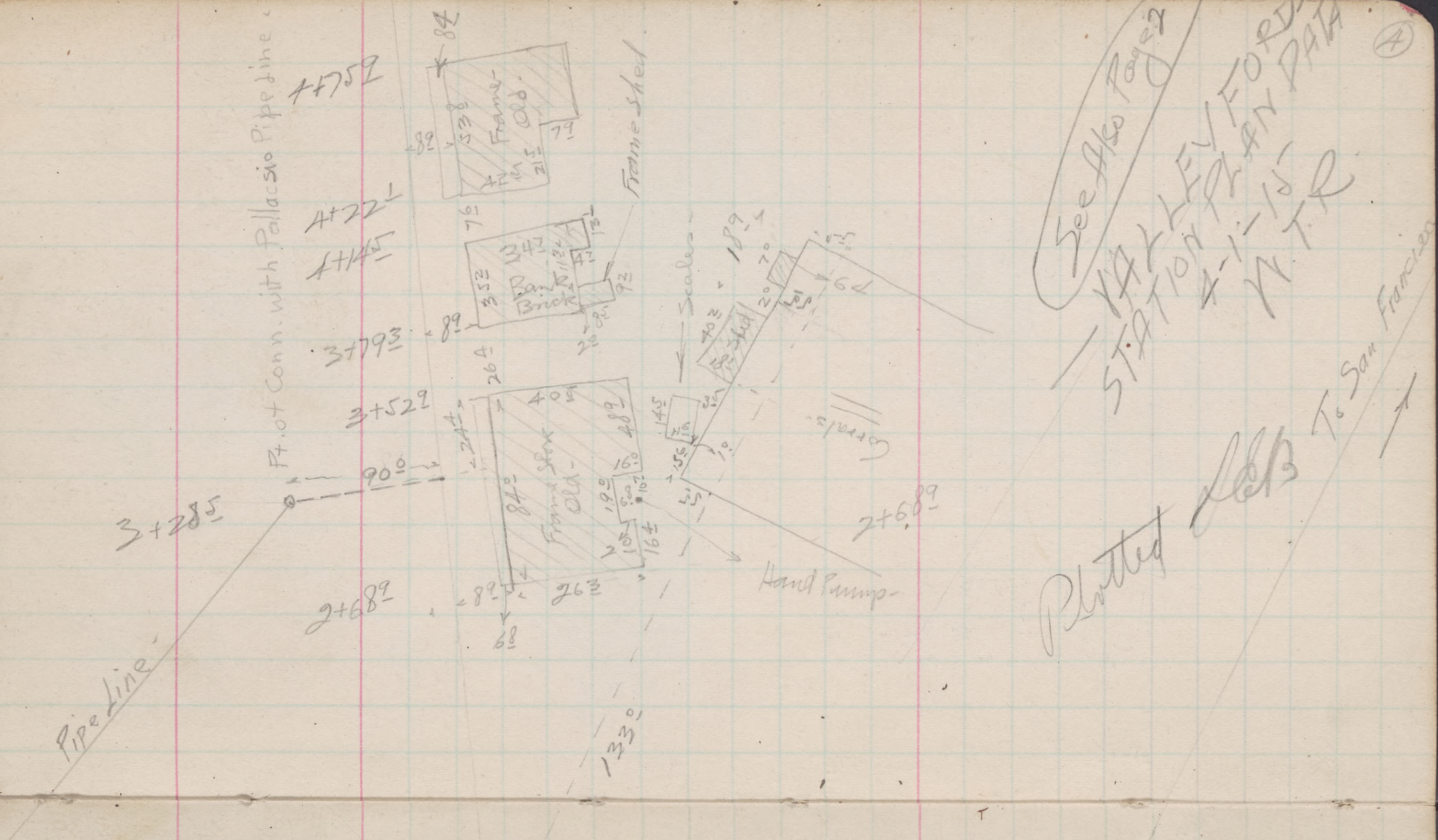
1

+70.9 / 48+41	59-C ℄	Box Culvert - 3'x4'
+29.9 48	Fences	
47+44.7 47+14.8	Tel. Pole -	
47+29.9 47	Fences	
47+09.1 +79.2	Tel. Pole	
46+29.9 46	Fences -	
45+29.9 45	Fences -	
45+14.9 +85.0	Tel. Poles - (2)	
+77.7 47.8	E.E. Pit Cat. Gu. 59-B -	
+76.9 47.0	Angle In Fence -	
+69.9 40.0	W.E. Pit Cat Gu 59-B d Wing Fences	
+68.4 38.5	E.L. Push Car Platform -	
+66.2 36.3	P.I. Fence Line -	
+61.4 31.3	W.L. Push Car Platform -	



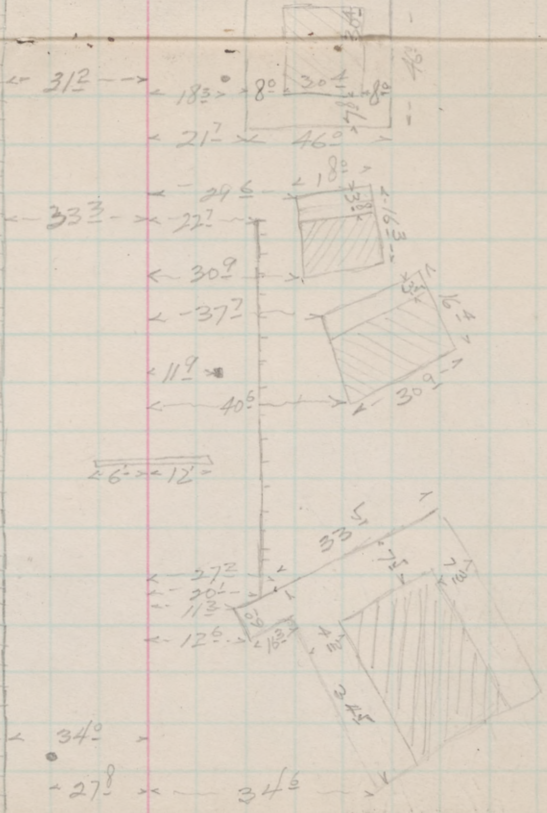


Tank
15000 Gal.
Belong to Mrs. Pallascio
Cunningham & Woolving Well
Hand Pump
Leased from Steve Pallascio of Petaluma
Depot
1+66
90°
71°08'
1940+56
1941+09
1942+46
1946+00



(A)
See Also Page 2
VALLEY FORD
STATION PLAN DATA
4-1-15
M.T.R.
Plotted LLB
To San Francisco
Pt. of Conn. with Pallacsio Pipe line
4+75
4+22
4+14
3+79
3+52
3+28
2+68
Pipe line
Frame Old
Bank Brick
Frame Shed
Frame Store Old
Scales
Shed
Corrals
Hand Pump
2+68
90.0
133.0
26.3

$+26^{5}$	Flag Pole	
$16+05^{0}$	Cor. Bungalow (W.E.)	
$+91^{2}$	Cor. Cabin (E.E.)	
$+88^{4}$	End Fence	
$+76^{0}$	Cor. Cabin (W.E.)	
$+71^{0}$	Cor. Cabin (E.E.)	
$+59^{0}$	Tel. Pole	
$+55^{4}$	Cor. Cabin (W.E.)	
$+52^{0}$	73-S. Box Culvert	1'x1'x18'
$+35^{7}$	Cor. Bungalow	
$+34^{3}$	Beg. Fence	
$+31^{6}$	Corner Wood Walk	
$+25^{5}$	Cor. Wood Walk	
$2715+21^{46}$	E.C. Stake	(Pick up.)
$+15^{6}$	Tel. Pole	
$15+00$	Cor-Bungalow	

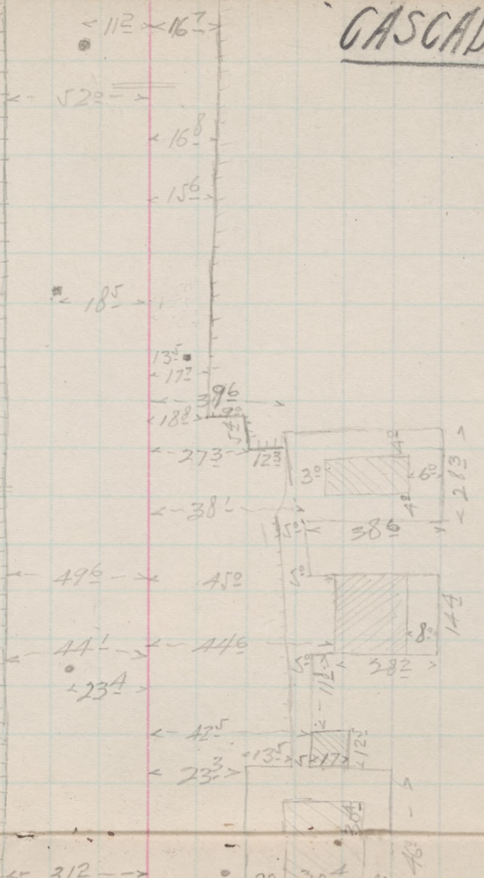


"CASCADE"

+44.9	Tel. Pole
+36.3	Open Drain Through Track No Box
19	
+50	
18	
+97.3	Tel. Pole
+49.4	Tel. Pole
+25.5	Fence
+24.0	Cor. Cabin (E.E.)
17+19.2	Fence
+95.2	Cor. Cabin (W.E.)
+72.2	Cor. Cabin (W.E.)
+68.5	Tel. Pole Lt
+59.5	Cor. Bungalow (E.E.)
+26.5	Flag Pole

Offsets Taken From ℄ N.G.Tr.

CASCADE – Station Plan – W.T.R. W.J.A. D.J.F. 4-1-15



25 Fence -

24+70 ∠ In Fence-

24

23+85 ∠ In Fence

23+71^{8} Tel. Pole-

+87^{7} Open 1'x1'x12' Box Surface-

+43^{3} Tel. Pole-

22+31^{6} Tel. Pole-

+75^{7} End Platform-

+63^{4} End Fence-

21+42^{8} 73-K - 3'x3'x39^{0}' Box-

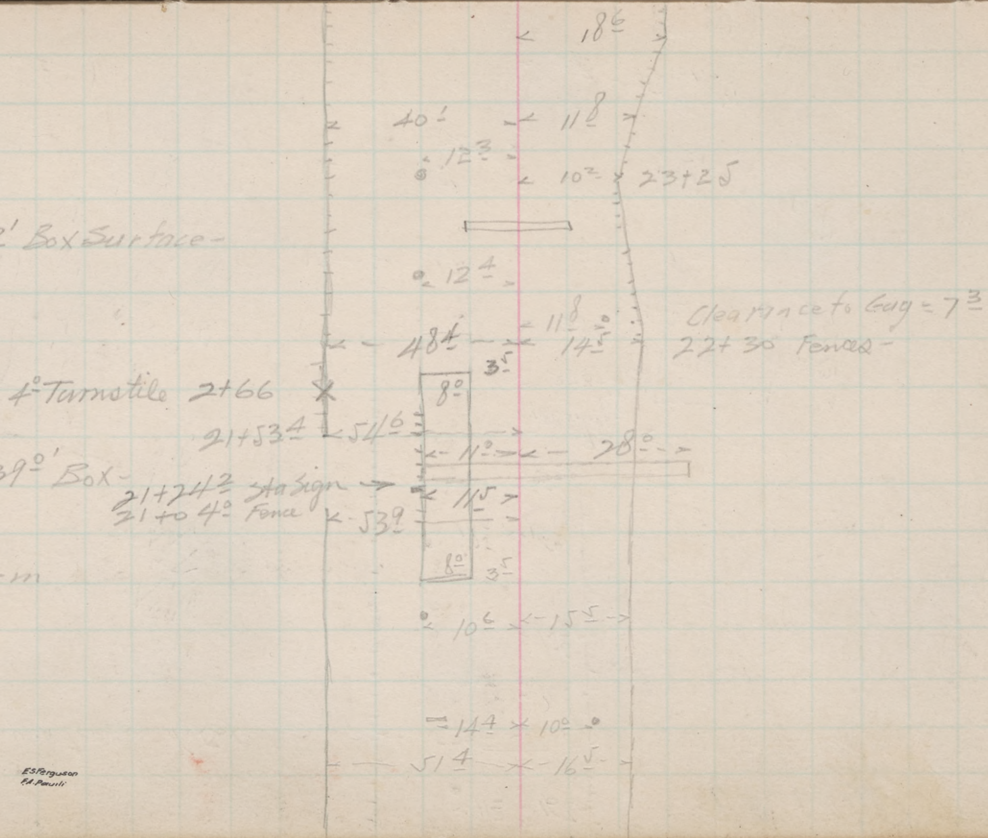
+83^{0} Fence-

+74^{8} W.L. Surf. Platform

+69^{3} Tel. Pole-

+50

+02^{6} {Tel. Pole / Whistle Board-



2720

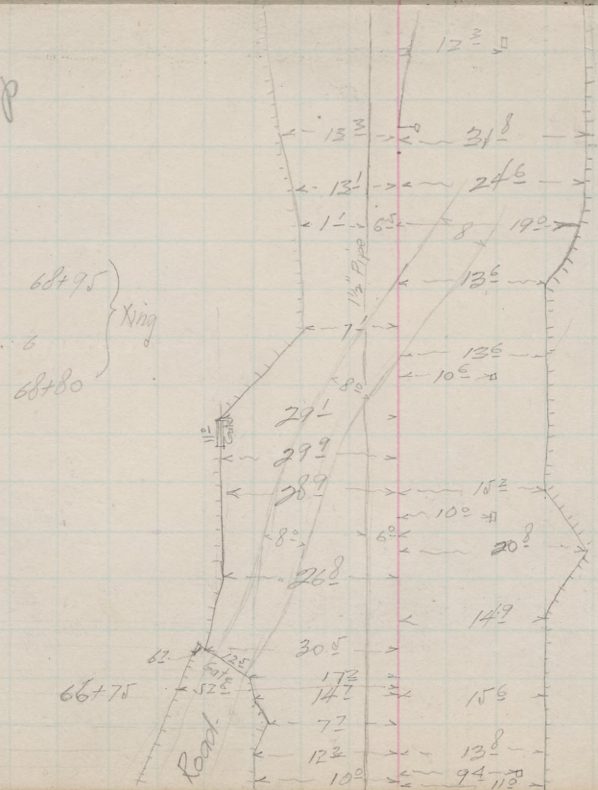
ESFerguson
F.A.Pauli

– CASCADE –
STATION PLAN
4-2-15

Note – Offsets taken from ℄ of Narrow Guage –

+25.7	Whistle Post		11.3
25+01.1	Tel. Pole –		13.9 – 0
25	Fence –	52.8	18.9
24+70	℄ In Fence –		18.6

1270 + 00 =	P.T. 1/2 Right	
+ 64⁹	Tel. Pole	
1269 + 62⁴	E.C.	Pick up
1269 + 55⁵	P.S.	+ 56²
1269 + 23³	∠ In Fence Lt	
69 + 04⁸	∠ In Fence Lt	
+ 94¹	Fence Cor	
+ 92¹	" "	
+ 90⁴	Xing Sign	
+ 77⁷	∠ In Fence	
68 + 05	" " "	
+ 73⁶	" " " Lt.	
+ 69²	Tel. Pole	
+ 48⁰	∠ in Fence Lt.	
+ 39⁹	∠ In Fence	
+		
+ 33⁹	" " " Lt	
+ 15⁹	" " " Rt	
67 + 12²	" " "	
+ 52⁶	" " "	
+ 78⁸	" " "	
66 + 09⁹	" " "	
65 + 32⁸	Tel. Pole	} ?



+84 From Insi[illegible]

+73 Fence

$+37^{5}$ Cor. of Barn

$+05^{8}$ Cor. of Fence-

72

$+82^{4}$ Tel. Pole-

$+61^{4}$ Sta Sign-

$+48^{4}$ Gate Lt.

71

$+72^{3}$ Fence Lt

$+62^{9}$ " Rt

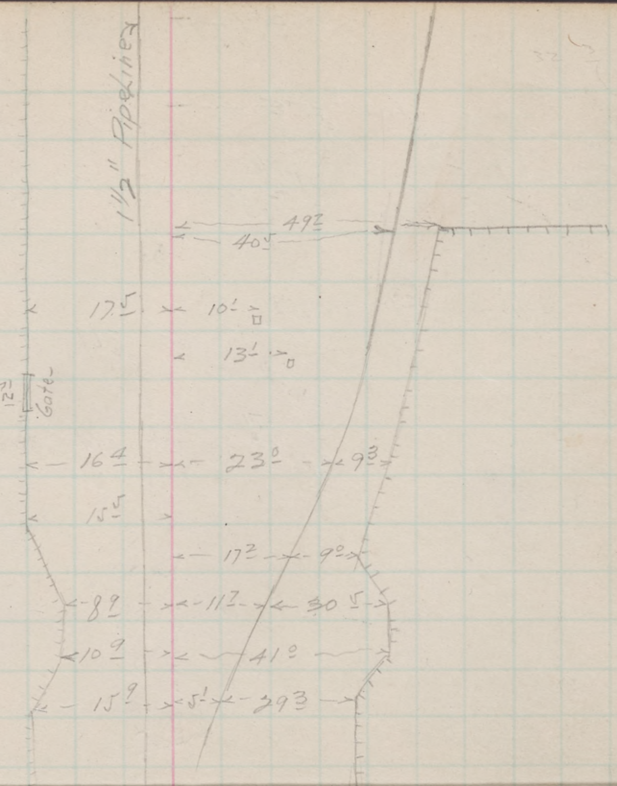
+50 " Rt & Lt

$+30^{6}$ ∠s In Fence

$+14^{0}$ ∠ In Fence- Lt.

$1270+00^{2}$ P.F. #7½ Rigid-

– CASINI –
Station Plan-
4-2-15 W.T.R. Andrews & Fee-
See Also Page 8 & 8-a



+64? Tel. Pole-

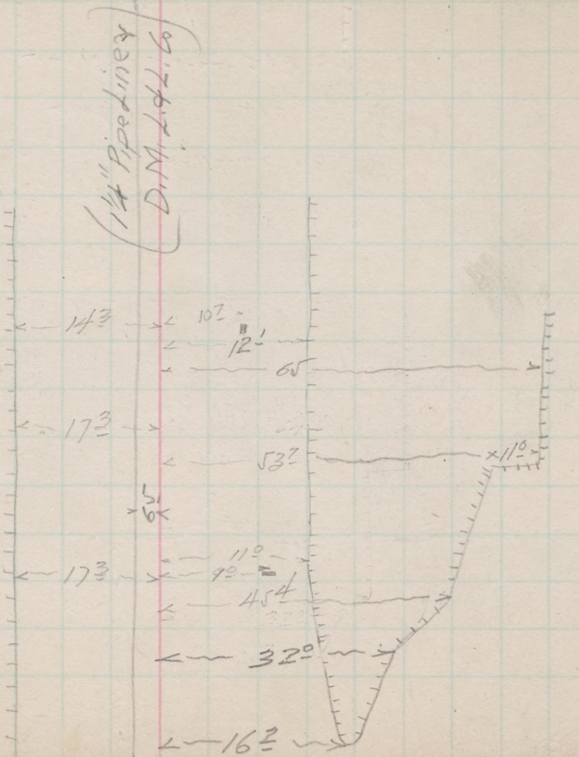
Andrews & Fee-

For Correct Stationing
See Page #23
W.T.R.- 12-28-15

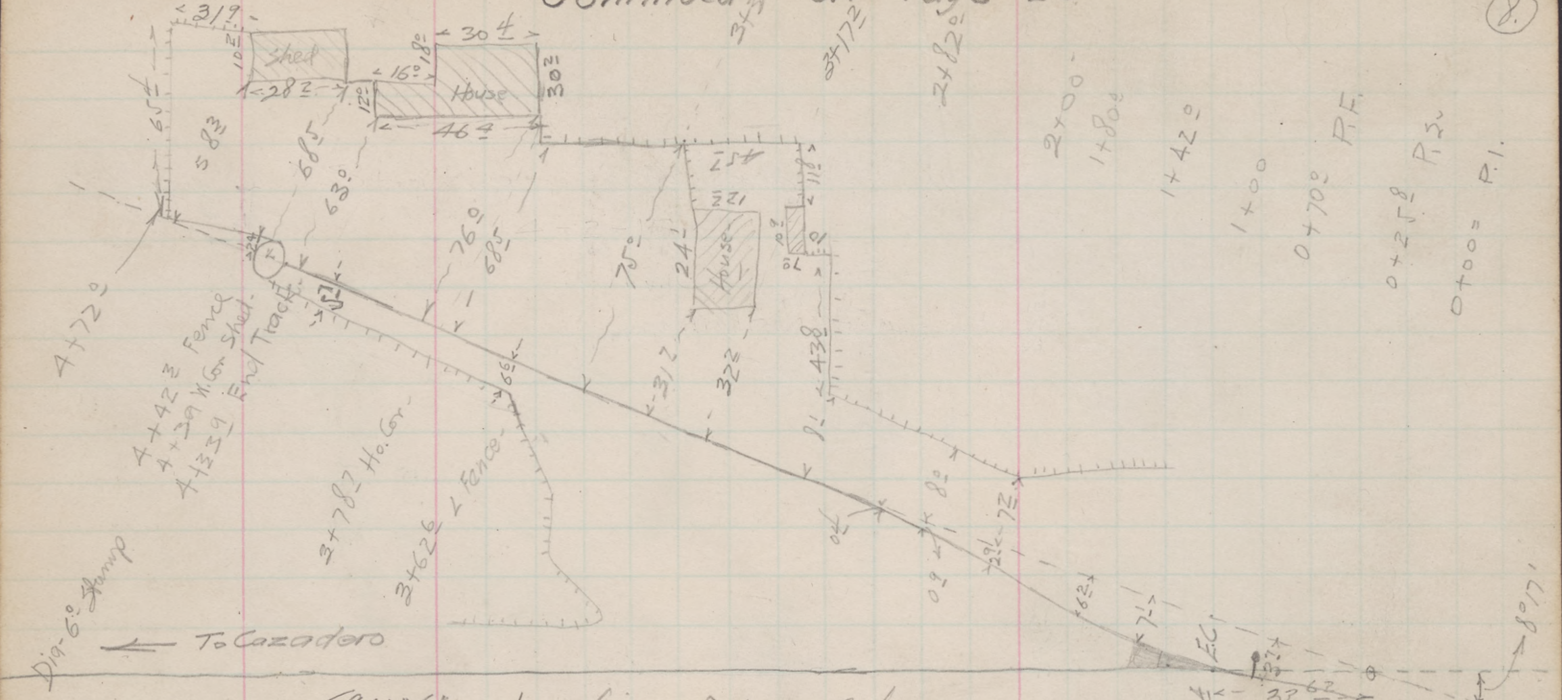
- CASIN I -
Station Plan -
See Also Pages 7 & 8
A-2-15

W.T.R.-
Andrews & Fee

+ 02^{9}	Tel. Pole-
74	
+ 80	Fence
+ 68^{0}	
73 + 57^{7}	
+ 93^{6}	Whistle Post-
+ 91^{6}	∠ In Fence-
1272 + 87^{0}	∠ In Fence-
72 + 72^{3}	End of Fence -

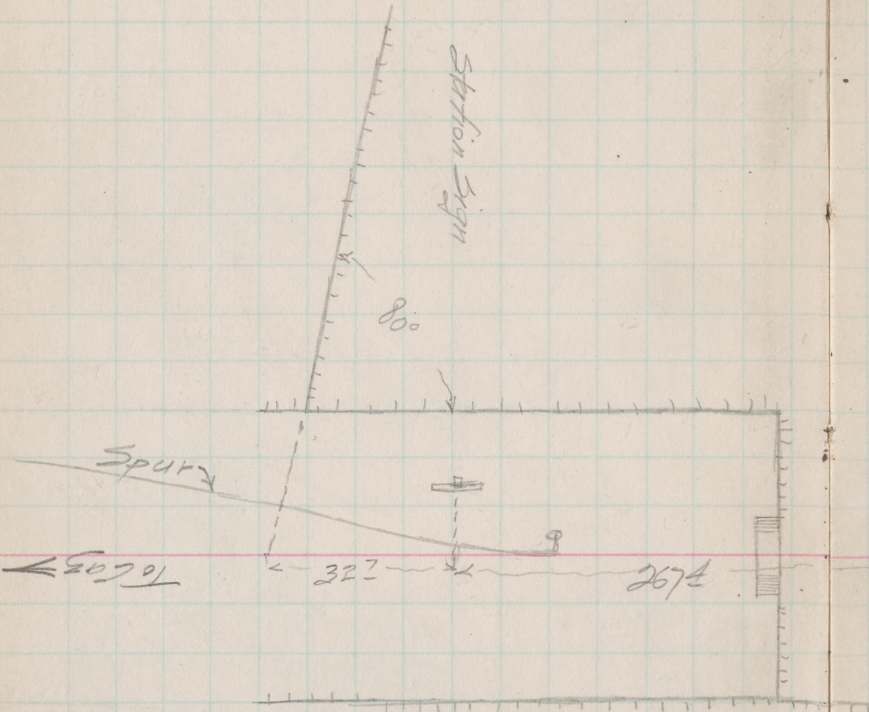


Continued on Page 23



CASINI - Location of Spur And Adjacent Fence And Buildings -

4-3-15 W.T.R. Andrews & Fee-


Station Sign
80
Spur

See Notes in Book. F-14-P. 36

- MOSCOW -

Data For Station Plan-

H.T.R. 4-2-15

D.J. Fee-

W.J. Andrews-

(6)

+ 19.9	W.L. Platform (Surface
89 + 16.9	Tel. Pole -
+ 87.6	W.L. Ho -
+ 83.9	" " Gate -
+ 61.5	L In Fence
+ 50.3	Tel. Pole -
+ 31.0	" "
+ 30.0	W.L. Gate -
+ 05.4	W.L. Ho.
88 + 01.9	Fence Line
87 + 21.4	Tel. Pole -
+ 97.9	" "
+ 78.5	W.L. Gate -
+ 76.7	Tel. Pole -
86 + 60.7	W.L. Ho.
+ 94.3	Fence Line
+ 89.0	Tel. Pole -
+ 61.6	W.L. Gate -
+ 43.1	" " Ho.
+ 90.6	Tel. Pole -

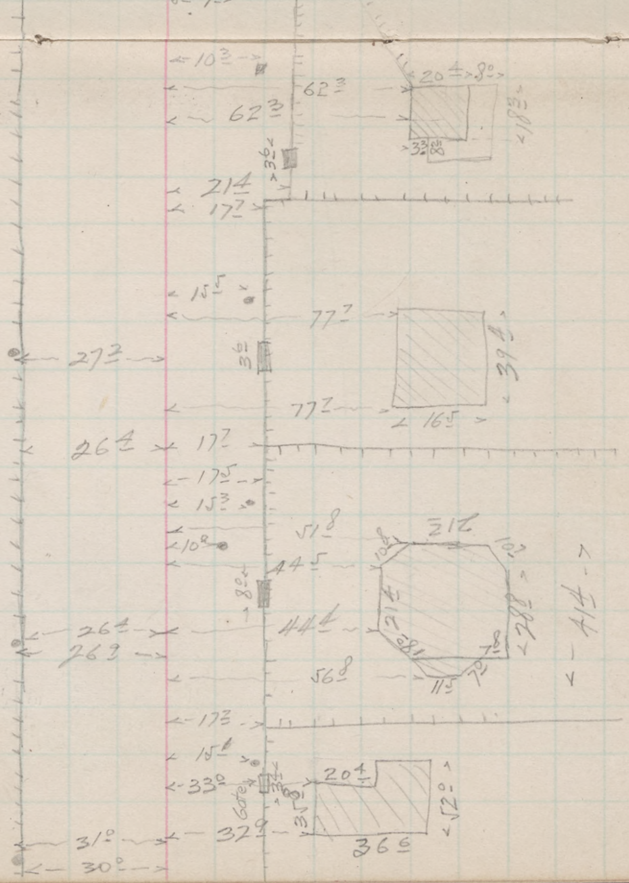
- SHERIDAN -

STATION PLAN - 4-3-15

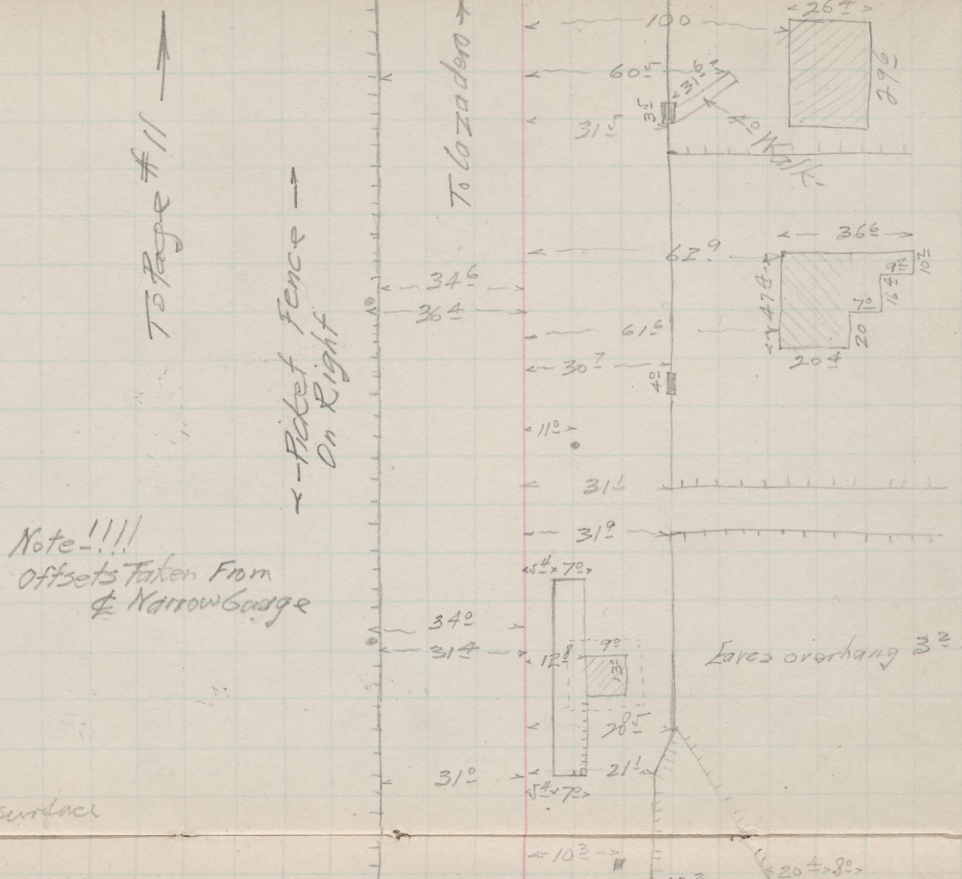
W.T.R. - Andrews & Fee

To Page 12

Picket Fence On Right ->



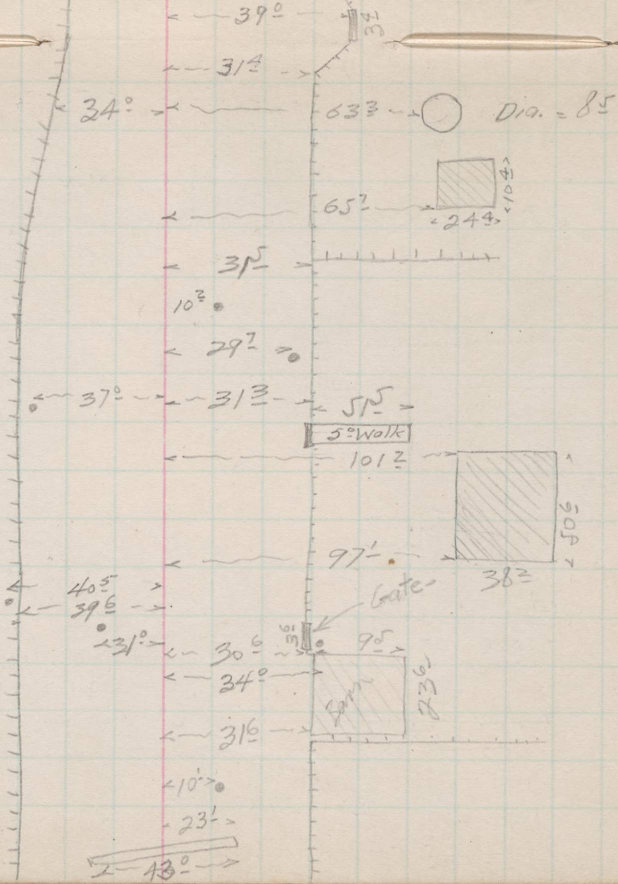
+06^{8}	W. Cor. House
93+05^{9}	W.L. Gate
+96^{7}	Fence Line
+50	
92	
+99^{1}	Tel. Pole
+65^{0}	W.L. Ho.
+46^{9}	W.L. Gate
91+42^{2}	Tel. Pole
+47^{3}	Fence Line
+30^{4}	" "
+30^{0}	E.L. Platform
90+28^{7}	Tel. Pole
+71^{1}	W.L. Depot
+29^{9}	∠ In Fence
+21^{0}	∠ " "
+19^{9}	W.L. Platform (Surface
89+16^{9}	Tel. Pole



$+35^{0}$	W.L. Gate-
$96+26^{7}$	∠ In Fence
$+72^{1}$	W.L. Summer Ho
$+52^{6}$	W.L. Cottage
$+46^{8}$	Fence Line
$+39^{6}$	Tel. Pole-
$95+29^{3}$	" "
$+96^{8}$	" "
$+50^{3}$	W.L. Gate-
94	
$+95^{4}$	W.L. Ho.
$+91^{6}$	Tel. Pole
$+84^{0}$	" "
$+82^{8}$	" "
$+48^{0}$	W.L. Shed
$+46^{0}$	Fence Line
$+43^{9}$	Tel. Pole.
$+09^{3}$	Rt End } Box Culvert - 2'x2'x 43^{0}
$93+06^{0}$	Lt. "

Note - Offsets
Taken From ℄ N.G.

To Page #



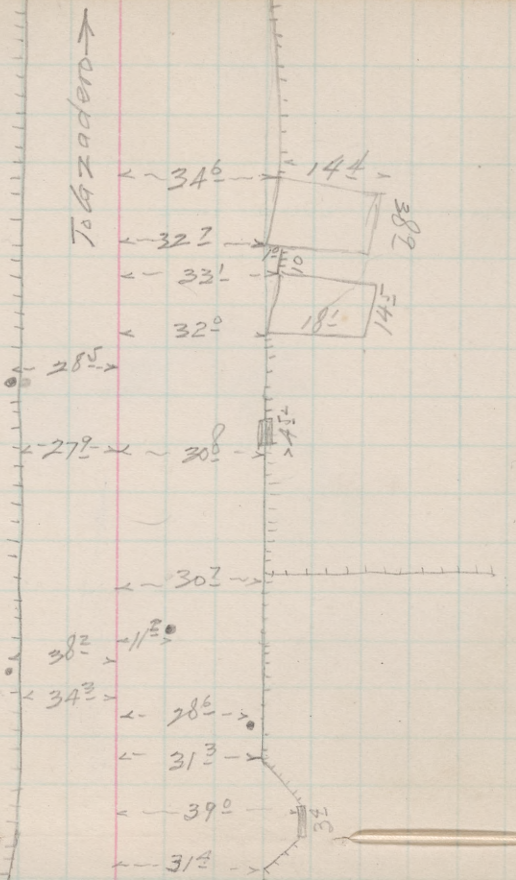
$2799+57^{4}$	E.C.
$98+90^{4}$	N.E. Ho-
$+63^{7}$	W.E. Ho-
$98+43^{1}$	Tel. Pole-
$+83^{5}$	N.E. Gate-
$+50$	
97	
$+93^{7}$	Fence Line
$+88^{3}$	Tel. Pole
$+64^{8}$	" "
$+55^{3}$	" "
$+47^{8}$	∠ In Fence
$+35^{0}$	W.L. Gate-
$96+26^{7}$	∠ In Fence

(Pick up.)

- SHERIDAN -

STATION PLAN - 4-3-15

N.T.R. - Andrews & Fee -



Note!
Offsets Taken from ℄ N.G.

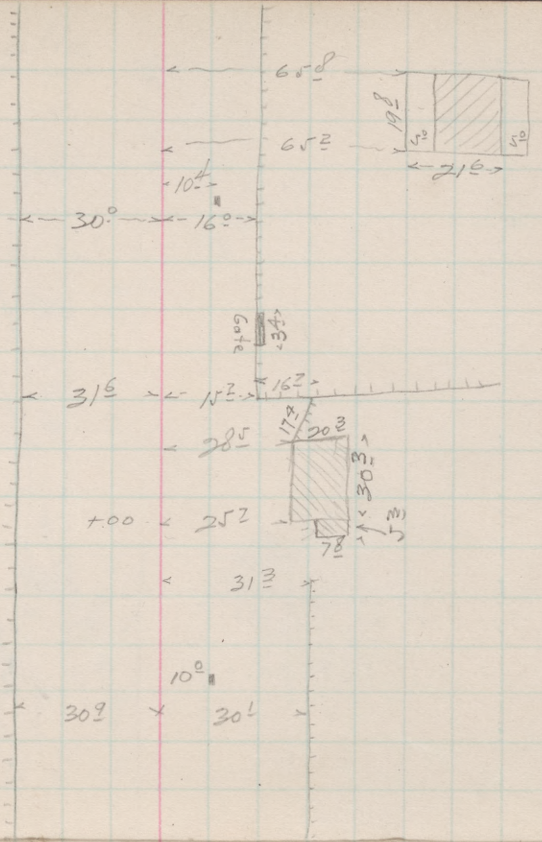
← To San Francisco

+75^{6}	W.L. House-
+65^{5}	Tel. Pole-
+50	
84	
+67^{9}	W.L. Gate-
+46^{5}	∠ In Fence
83	W.L. House-
+89^{4}	End of Fence-
+25^{5}	Tel. Pole-

To Page #10 →

SHERIDAN-
Station Plan - 4-3-46-
M.T.R. - W.J.A. - D.J.F.

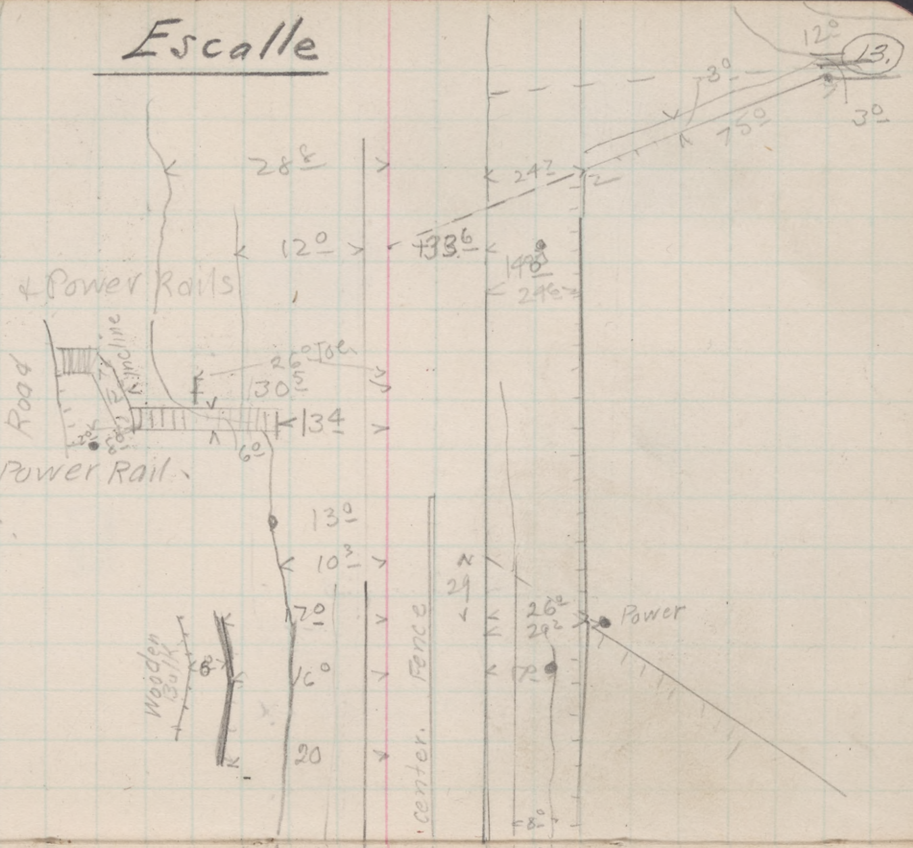
Picket Fence On Right →



2+48	Semaphore
2+39^{0}	Tel. Pole
2+11^{7}	Tel. Pole 11^{75} Lt. also Toe of Slope
+77^{2}	W. Line E. Plat. Both Sides Track.
1+66^{8}	W. L. Cath. Gd
1+34^{8}	Tel. Pole 14^{0} Rt.
+42^{4}	Tel. Pole 18^{85} Rt.
+38^{5}	Tele. Pole Co. 10^{35} Lt.
0+35^{0}	E. Line Trestle 13-0

Escalle

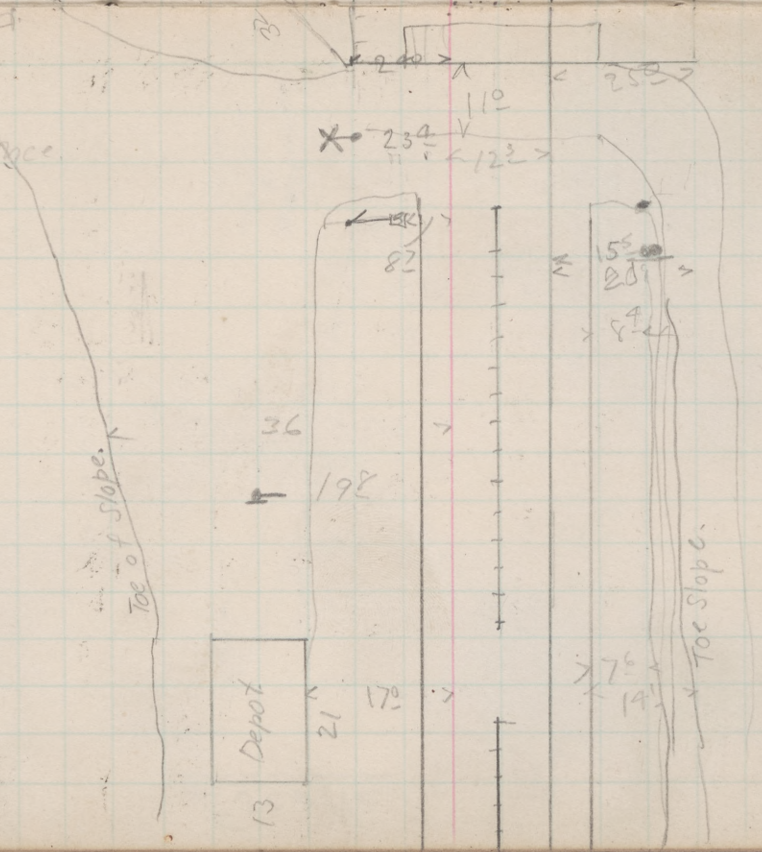
+73	RLS to Walk way
+65	Inter of Walkway
+50	Toe slope
$+47^{0}$	RLS to walk way
+23	Tel. Pole
$4+10^{9}$	Begin. of C Fence & Power Rails
4+00	C.L. Stair way
$+96^{2}$	End Center Fence. & Power Rail.
$+75^{4}$	Tel. Pole. & Toe Slope.
+50	
$+20^{8}$	Pole. & Fence.
$3+11^{2}$	Tele Pole
$3+12^{2}$	EE Wood. Bulk
$+75^{5}$	WE Wooden Bulk



+19^{0} W. L. Catt. Guard
6 +06^{8} Cen. Road.
+97^{6} Crossing Sign
+93^{6} End Plat. + Cent. Fence
+87^{6} Semaphore.
+74^{5} Tel. Pole.

~~+58~~
+50.
+38 Tel. Pole.

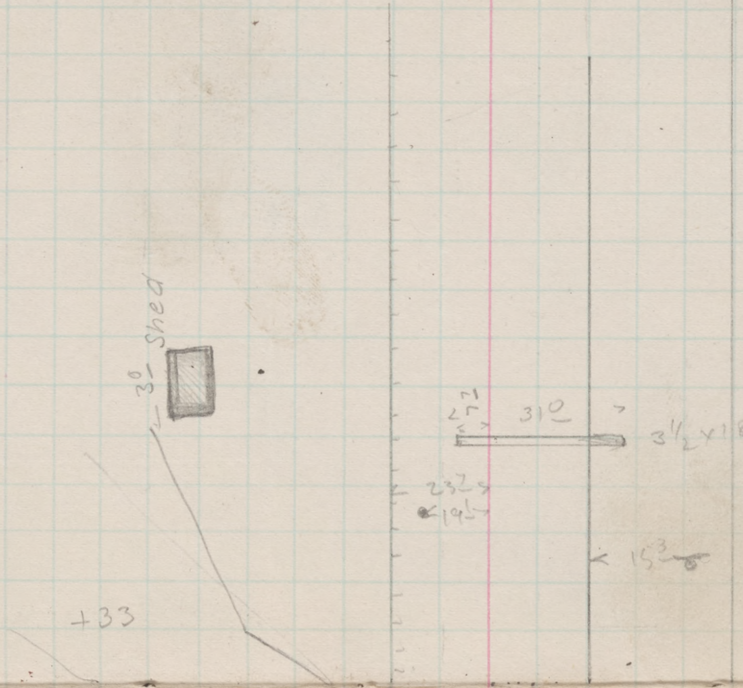
5 +09^{6}. Center F.
5+00 53^{0} to cent. Road
+96 center F.



Escalle Station Plan Notes. Apr. 19, 1915 (14)

GFS.
AEB.

+31 2	
7+14 2	Tel. Pole.
+81 8	Tel. Pole



$416+87^{0}$ W.L. Depot

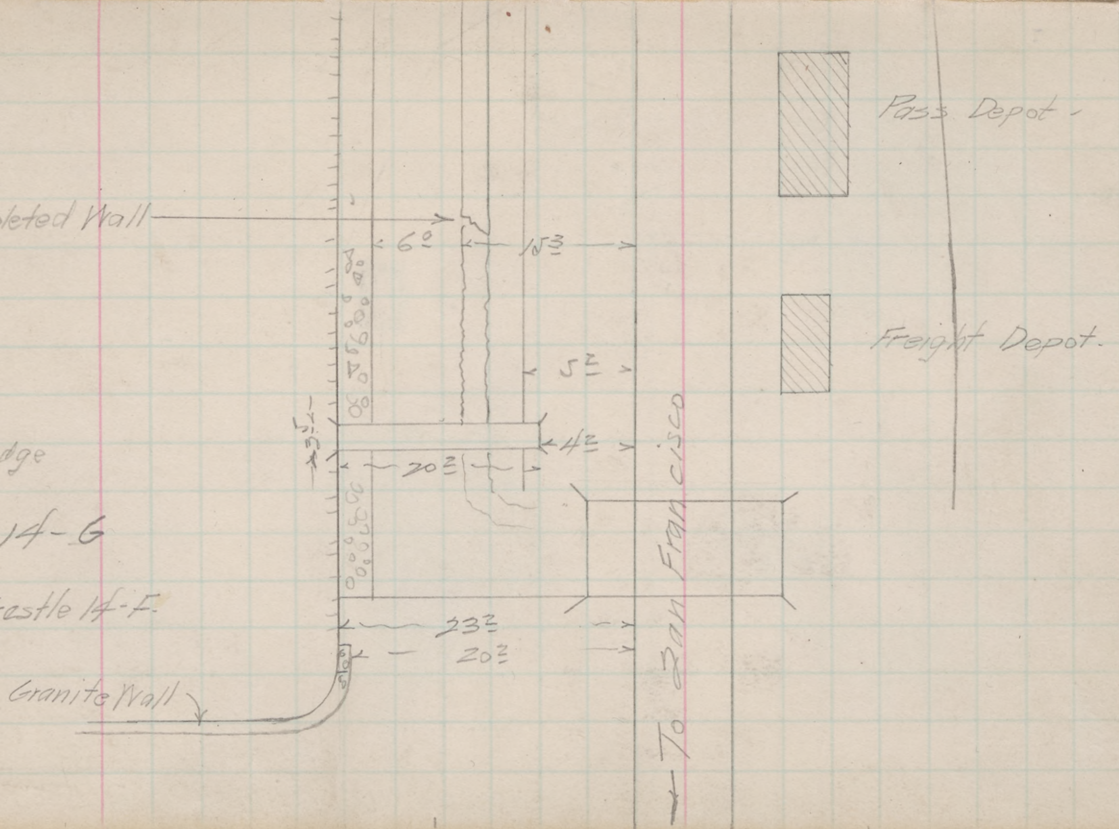
$416+85$ W. End. Completed Wall

$15+69^{2}$ W.L. Foot Bridge

$415+14^{7}$ E.E. 14-G

$414+83^{5}$ W.E. Trestle 14-F.

$414+73^{6}$ End of Wall-



15.

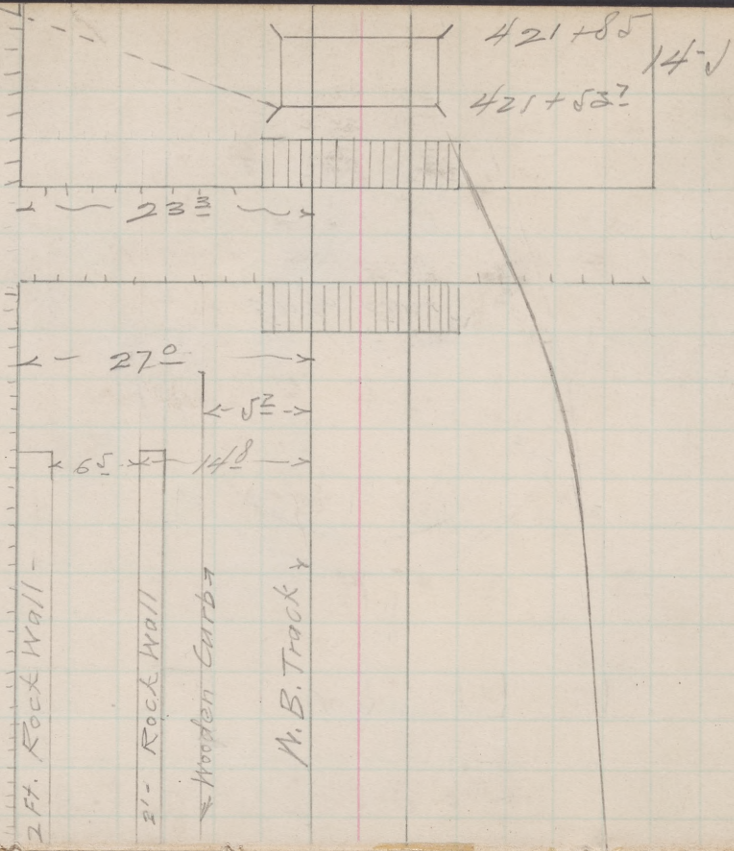
422+28 Cor Wagon Bridge -
421+75.5 Cor. Wagon Bridge

420+71.7 W.L. Cat. Guard 14-1

420+17.3 W.L. Cat. Guard - 14 H

419+48.3 East End Wood Curb

418+86.6 E. End Rock Walls -



- KENTFIELD -

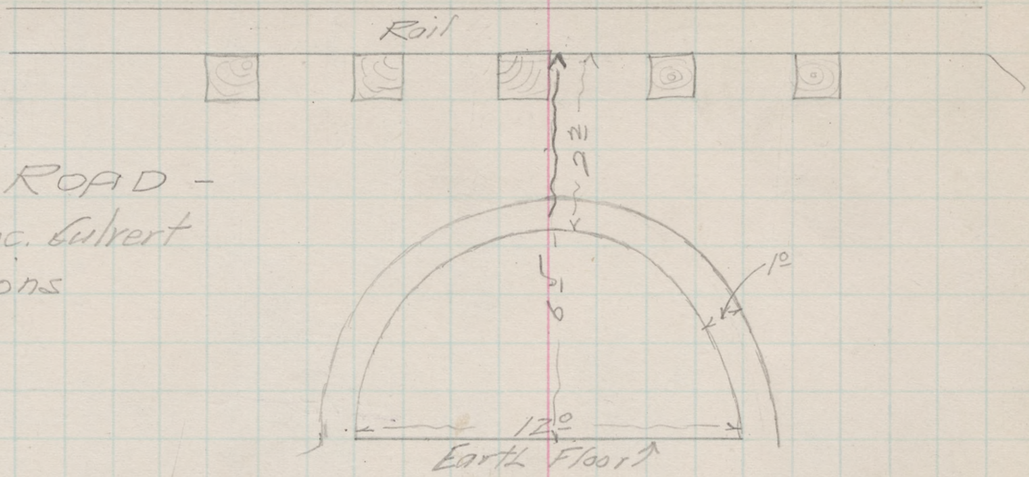
7-27-15

N.T.R. { R.D. Foot
M.D. Paine -

- COUNTY ROAD -

End of Conc. Culvert

Elevations



℄
W.B. Jr.

105^{64}

421+50		4^{1}	101^{5}	$\frac{0}{0}$ $\frac{0}{4}$ $\frac{-1^{2}}{8^{5}}$ $\frac{-5^{1}}{13^{5}}$ $\frac{-5^{0}}{17}$ $\frac{-4^{1}}{23}$
+55				$\frac{-5^{4}}{0}$ $\frac{-6^{4}}{14}$ $\frac{-6^{5}}{18}$ $\frac{-4^{4}}{23}$
+75				$\frac{-9^{2}}{0}$ $\frac{-8^{6}}{14}$ $\frac{-9^{0}}{22}$
+85				$\frac{-3^{2}}{0}$ $\frac{-7^{2}}{15}$ $\frac{-8^{6}}{23}$
+90				$\frac{0}{0}$ $\frac{-0^{7}}{6^{5}}$ $\frac{-6^{7}}{15}$ $\frac{-7^{7}}{19}$ $\frac{-8^{0}}{23}$
422		4^{0}	101^{6}	

+50	5^{7}	99^{9}	$\frac{0}{0}$ $\frac{0}{5}$ $\frac{-1^{3}}{8}$ $\frac{-1^{8}}{12^{5}}$ $\frac{+0^{7}}{13}$ $\frac{+0^{7}}{15}$ $\frac{-3^{0}}{15^{5}}$ $\frac{-2^{5}}{20}$ $\frac{0}{22}$
18	5^{5}	100^{1}	$\frac{0}{0}$ $\frac{0}{5}$ $\frac{-1^{1}}{7}$ $\frac{-1^{6}}{12^{5}}$ $\frac{+0^{8}}{13}$ $\frac{+0^{8}}{15}$ $\frac{-3^{1}}{16}$ $\frac{-2^{5}}{21}$ $\frac{-0^{7}}{22^{5}}$
+50	5^{3}	100^{3}	$\frac{0}{0}$ $\frac{0}{5}$ $\frac{-1^{5}}{8^{5}}$ $\frac{-1^{8}}{12}$ $\frac{+0^{6}}{12^{5}}$ $\frac{+0^{6}}{15}$ $\frac{-3^{0}}{15^{5}}$ $\frac{-2^{8}}{21}$ $\frac{-0^{6}}{22^{5}}$
19	5^{1}	100^{5}	$\frac{0}{0}$ $\frac{-0^{2}}{8}$ $\frac{-1^{6}}{11^{5}}$ $\frac{-1^{5}}{17^{5}}$ $\frac{-1^{3}}{25^{5}}$
+50	4^{9}	100^{7}	$\frac{0}{0}$ $\frac{0}{6}$ $\frac{-2^{3}}{12^{5}}$ $\frac{-2^{6}}{17}$ $\frac{-2^{1}}{21}$ $\frac{-1^{2}}{23}$ $\frac{-1^{2}}{26}$
20	4^{7}	100^{9}	$\frac{0}{0}$ $\frac{0}{5}$ $\frac{-3^{0}}{13}$ $\frac{-3^{0}}{17}$ $\frac{-2^{8}}{20^{5}}$ $\frac{-1^{2}}{22}$ $\frac{-2^{4}}{25}$
+50	4^{5}	101^{1}	$\frac{+0^{3}}{0}$ $\frac{+0^{5}}{10}$ $\frac{0}{25}$ -'
+75			$\frac{0}{0}$ $\frac{0}{5}$ $\frac{-3^{0}}{12}$ $\frac{-2^{8}}{20}$ $\frac{-2^{6}}{25}$
21	4^{2}	101^{4}	$\frac{0}{0}$ $\frac{0}{5}$ $\frac{-3^{0}}{11}$ $\frac{-3^{3}}{17}$ $\frac{-2^{8}}{23}$

— KENTFIELD —

Base of Rail | X-Sections for Concrete Culvert — | (17)

Datum — 100.00 Assumed Ele. Top of Rail W.B. Track. 416+87

⊙ 5 64 — 10.5 64

℄ W.B. Tr.

7-27-15

W.T.R. { M.D.P. / R.D.F.

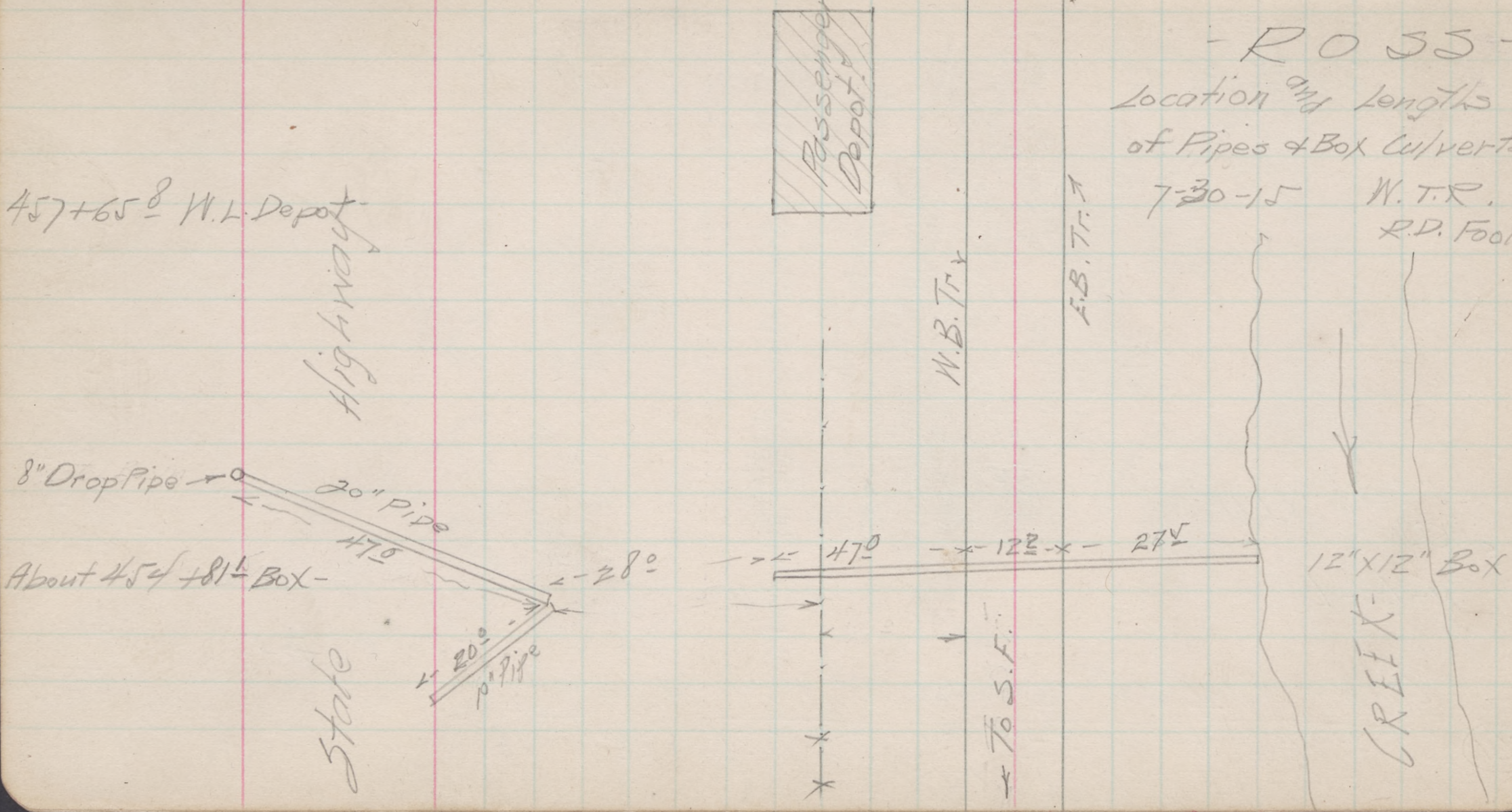
Station	Base of Rail	Elev.	Cross-section readings (rod / dist.)
14+50	6.8	98.8	
+83.5			-6.3/0, -3.1/10.5, -3.0/20, +0.5/20.5
15	6.7	98.9	-5.6/0, -5.7/10, -5.4/17, -3.6/21., +0.5/22.5
+14.0			-2.6/0, -5.6/16, -3.3/21, -1.0/23
+50	6.6	99.0	0/0, 0/4, +0.7/8, -4.7/15, -3.5/20, +0.6/21
16	6.3	99.3	0/0, 0/4, +0.8/8, -3.8/15.5, -2.7/20, 0/21.5
+25			0/0, -0.5/5, -2.7/12, -0.1/12, -3.1/16, -3.1/20.5, -0.1/22
+50	6.2	99.4	0/0, 0/5, -0.4/5.5, -2.2/12, -1.0/12, -1.0/14, -3.1/16, -2.9/19.5, +0.2/22
17	5.9	99.7	0/0, 0/5, -0.6/6, -2.0/12.5, +0.9/13.0, +0.9/15, -3.0/15.5, -2.7/21.5, +0.2/22

-ROSS-

Location and lengths of Pipes & Box Culverts-

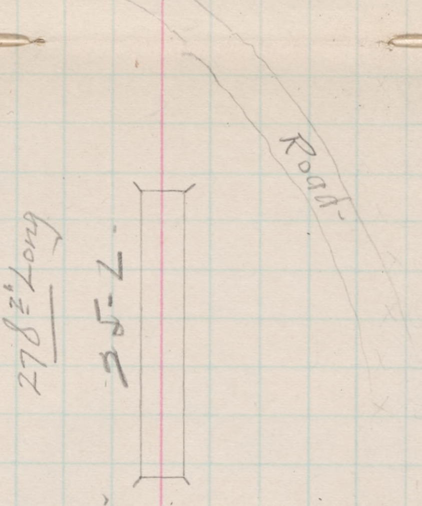
7-30-15 W.T.R.

R.D. Foot.



℄ Rd- Xing -

8+30± =(167+70±) E.E. - 25 L



5+51° =(164+92±) W.E. 25-L Open Deck Frame Trestle-

4+50 Approx. E.C.

0+00 = =(159+40±) B.158+83° B.C. to Rt Marker-
Line Change Stationing -

← To San Francisco -

LAGUNITAS EAST
Location of Shaeffers Cut -
See Pages - 20, 21-22, 23 -
9-28-15 W.T.R -
W.J.A.
G.L.B -

+25

10

+90

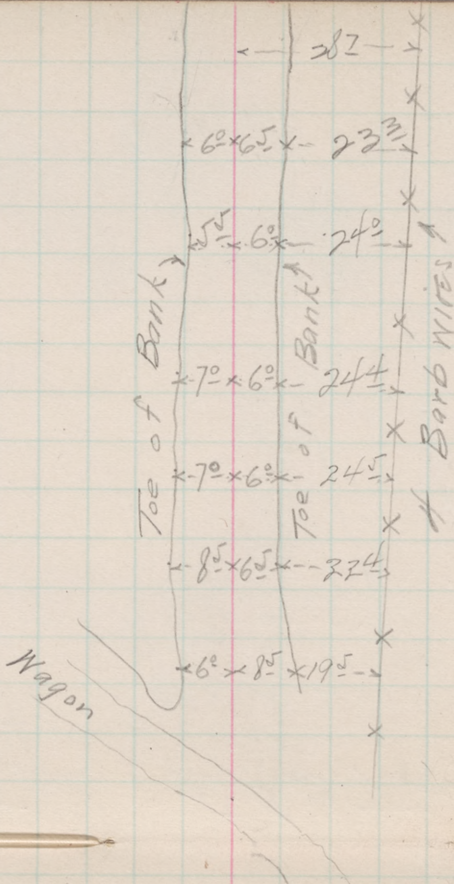
+50

+33

+15

9

+95



8+58 ℄ Rd- Xing-

– LAGUNITAS EAST –

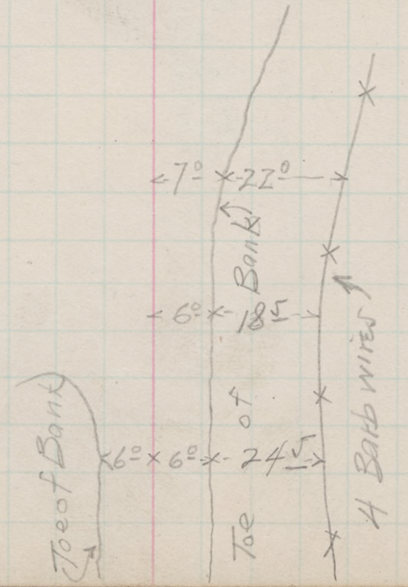
9-28-15

+18

11

+90

10+50 Approx B.C. to Rt



— TIBURON —

		105.75	
T.P.	5.75	100.0	
0+64.5			
1+00	5.75	100.00	
	5.45		
1+50	5.05	100.7	
2+00	4.52 ✓	101.23	3.81
2+50	3.81 ✓	101.94 ✓	
3+00	3.11 ✓	102.64 ✓	
3+50	2.05 ✓	103.60 ✓	
3+70	1.70 ✓	104.05	

2+00

101.33
4.4
105.6

H.I. 105.6
101.9
3.7

105.6
102.
3.8
1.9

3.1
1.3

(2.0)

Elev. on Top of Pegs (45' Rt) of ℄ Track -

Station						Fence from ℄ Tr.	Richards stakes from ℄	Top Gleasons bank from ℄
		10.79	110.79		100.00			
8+50				1.42	109.37			
		10.89	120.26					
8+75				1.12	119.14	28.5		21.0
		11.60	130.74					
8+95	✓			4.63	126.11 ✓	28	-OUT-	20.0
⊙		11.10	140.84	1.00	129.74			
9+15				7.39	133.45 ✓	29	OK ✓ +1.5 24.5 ✓ 126.0 ✓	23 126.0 ✓
9+33				1.35	139.49 ✓	31.0	½ to 1 +2 26.5 ✓ 131.2	25. ✓ 131.0
		10.40	149.89					
9+50				6.13	143.76 ✓	31	½ to 1 +1.7 29.3 ✓ 135.9	✓ 27 135.7
9+90				1.56	148.33 ✓	31	½ to 1 1.0 31.0 142.3	29.5 141.4
10+03				2.25	147.64 ✓	30	½ to 1 31.5 141.3	29 140.1
10+25				6.60	143.29 ✓	29	½ to 1 28.7 136.5	26 135.9
10+50				13.80	136.09	25.5 26.0	½ to 1 21 125.6	21 17.5 125.6
11+00 -								

- LAGUNITAS EAST -

Levels - See Page 20 & 19 - 9-28-15 W. T. R. - { W. J. A. / G. L. B.

Elev. on Top of Tie ℄ of Track.

100.00 B.M. Top of Track Spike In Rt. End Cap In E. B'kh'd 25-L-

Sta.	B.S.	H.I.	F.S.	Elev.
	100.00			
	5.80	105.80		
8 +			4.0	101.8
+50			4.1	101.7
9			4.3	101.5
+50			4.6	101.2
10			5.0	100.8
+50			5.3	100.5
11			5.8	100.0
+50			6.6	99.2

18' Road bed -

Top of Tie

+03 — +0 5/0 +0 -/4 -0 -/6.5 +3. -/25 . -/30 +41 -/45 C-40 -/30

10

+90 — C-15 1/12.8 +23 2/27 +20 6/22 +15 4/17 +13 8/9.5 +1 9/6 +0 5/3 +0 5/0 +0 5/0 +0 5/3 0/6 +7 5/6.5 +39 9/25 +40 5/29 +47 9/45 C+41 3/30

+67 — C-14 6/16 +14 8/24 +14 0/14 +1 5/5 +0 9/3 +0 5/0 C-34 9/28

+50 — C-10 4/12.5 +13 5/23 +13 5/17.0 +10 9/13.5 +7 5/9 +5 7/7.5 0/7 +0 5/0 +0 5/3 +0 2/6 +10 5/9 +33 6/23 +34 5/26 +35 6/30 +43 1/45 C-30 1/26

+33 — C-9 4/11.5 +10 5/18 +8 6/9 +0 1/7 +0 2/5 +0 5/3 +0 5/0 +0 5/3 +0 2/6 +10 5/9 +28 0/21 +30 2/25 +31 0/30 +38 5/45

+15 — +10 5/18 +9 5/15 +5 7/14 +3 0/9 +0 8/8.5 +0 1/5 +0 5/3 +0 5/0 +0 5/3 0/6.5 +10 6/8.5 +22 6/18 +24 6/23 +25 2/29 +32 4/45 C-24 7/24

9

+95 — +8 5/17 +6 0/13 +5 7/11 +2 0/9 +0 3/5 +0 5/0 +0 5/3 -0 2/5 -0 2/8.5 +12 6/11 +16 9/18 +18 3/23 +19 1/28 +25 1/45 C-13 7/13

+75 — -0 6/25 -0 2/18 0/13 +1 4/10 +0 6/7 +0 4/5 +0 5/0 +0 3/3 -0 1/5 +3 8/14 +5 6/20 +10 0/26 +14 1/35

8+50 — -0 5/19 +0 1/11 +0 5/0 +0 2/4 0/23

LAGUNITAS - EAST

- Cross-Sections of Shaeffer's Cut -

9-28-15 W.T.R. – { W.S.A. –
{ G.L.B. –

Slope Stakes Set Both Sides
And Stakes Set 45' to Rt of ℄ as Reference Line —

11 + 18 $\frac{+0^{5}}{0}$ $\frac{+0^{2}}{3}$ $\frac{-0^{6}}{5}$ $\frac{-0^{6}}{7}$ $\frac{+9^{2}}{24^{5}}$ $\frac{+10^{8}}{29}$

+90 $\frac{+0^{8}}{13}$ $\frac{+0^{5}}{0}$ $\frac{+0^{4}}{3}$ $\frac{-0^{4}}{6}$ $\frac{+11^{8}}{17}$ $\frac{+13^{6}}{20}$ $\frac{+14^{9}}{24}$ $\frac{C-13^{7}}{20}$

+74 $\frac{+4^{5}}{19}$ $\frac{+4^{9}}{13}$ $\frac{-0^{1}}{6}$ $\frac{+0^{5}}{3}$ $\frac{+0^{5}}{0}$ $\frac{C+25^{3}}{20^{5}}$

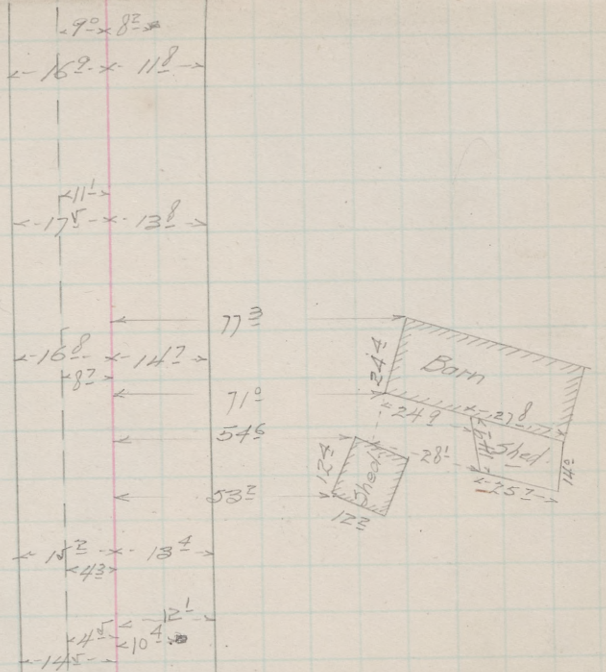
+50 $\frac{+7^{6}}{25}$ $\frac{+7^{8}}{15}$ $\frac{+5^{2}}{10^{5}}$ $\frac{-0^{2}}{6}$ $\frac{+0^{5}}{3}$ $\frac{+0^{5}}{0}$ $\frac{+0^{5}}{3}$ $\frac{-0^{3}}{6}$ $\frac{+11^{2}}{7^{5}}$ $\frac{+23^{1}}{17}$ $\frac{+24^{9}}{23}$ $\frac{+26^{1}}{26}$ $\frac{+35^{6}}{45}$

C-36¹/26⁰

+25 $\frac{C-13^{4}}{12^{4}}$ $\frac{+20^{7}}{25}$ $\frac{+13^{5}}{16}$ $\frac{+13^{3}}{7}$ $\frac{+0^{4}}{5}$ $\frac{+0^{5}}{3}$ $\frac{+0^{5}}{0}$ $\frac{+0^{5}}{4}$ $\frac{-0^{1}}{6^{5}}$ $\frac{+12^{1}}{9^{0}}$ $\frac{+34^{5}}{21}$ $\frac{+36^{0}}{25}$ $\frac{+36^{7}}{29}$ $\frac{+43^{2}}{45}$

+03 $\frac{+0^{5}}{0}$ $\frac{+0^{5}}{4}$ $\frac{-0^{1}}{6^{5}}$ $\frac{+39^{2}}{25}$ $\frac{+39^{9}}{30}$ $\frac{+47^{3}}{45}$ $\frac{C-40^{0}}{20}$

+08³	Tel. Pole
76	
+50	
75	
+95⁵	Corner of Barn
+65⁵	Corner of Shed
+50	
1711274+04⁰	Tel. Pole



Continued from Page 8

Station	Remarks	Left	Centre	Right
1280		19.7	5.8	14.0
+50		15.9	6.2	13.2
77 (9 written above) + 11.8	?	15.9	8.0	11.9
+91.3	Fence on Rt			8.1
+73.6	Fence on Rt			14.9
+50		18.4	11.9	15.1
+24.2	Tel. Pole-			9.2
78		30.0	11.9	16.6
+50.		30.4	8.4	17.4
+12.6	1-Mile To Duncan's Mills- sign -		10.8	
77		17.6	5.9	16.0
+81.3	Fenceon Lt	14.7		
+50		16.6	7.2	15.7
+25.9	Fence on Rt			8.3

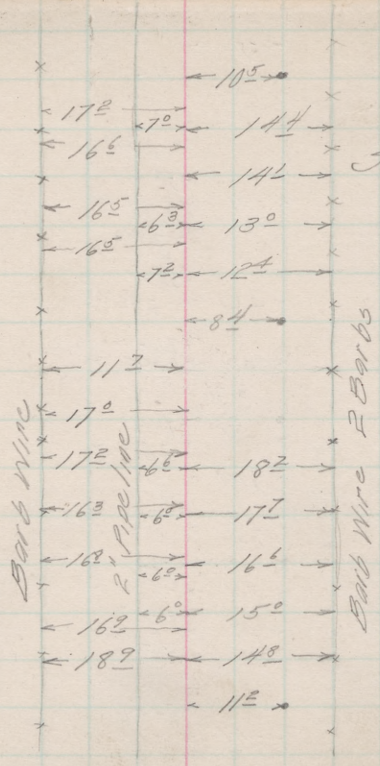
- AUSTIN CREEK -

STATION PLAN DATA -

DEC. 28-1915

W.T.R. S.H.J. Andrews. G.L. Berry.

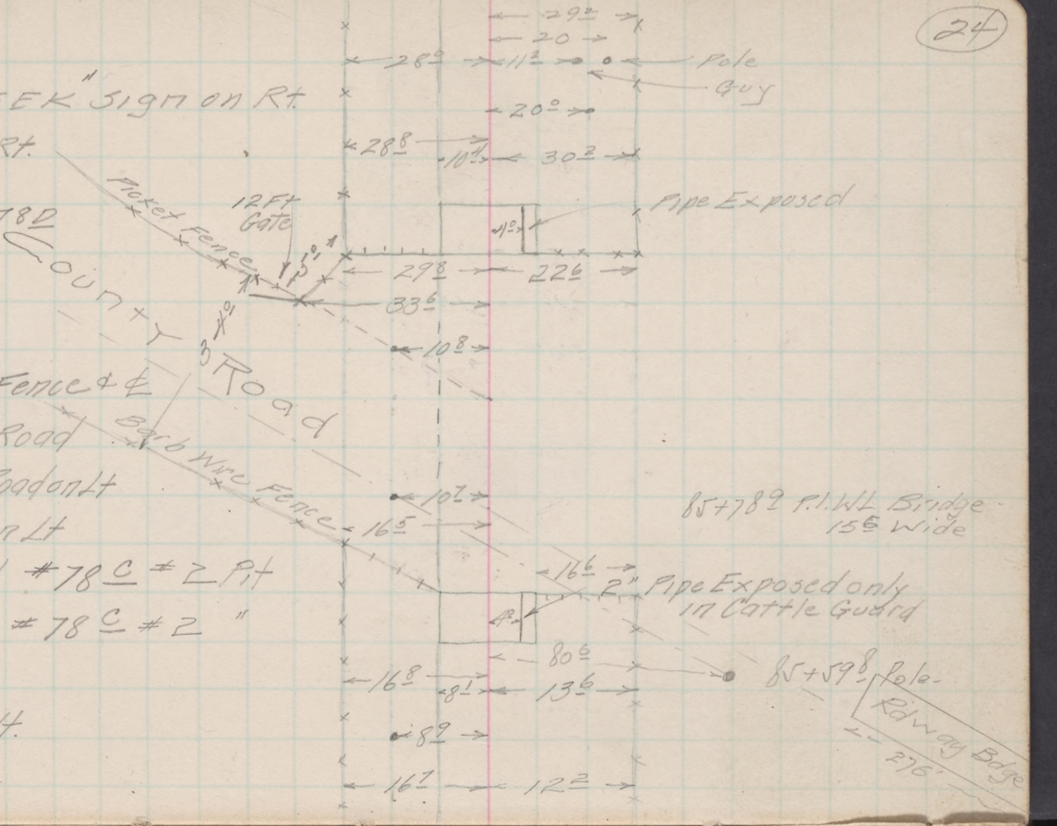
$+48^{5}$	Tel. Pole on Rt.
84	
+50	
83	
+50	∠ in Fence on Lt.
$+45^{5}$	Tel. Pole on Rt.
$+28^{0}$	∠ in Fence on Lt
$+12^{5}$	∠ in Fence on Lt
82	
+50	
81	
+50	
$128.0+16^{5}$	E.C. 7°30' Curve Lt.
$1280+06^{8}$	Tel. Pole Rt.
	P.I. Old Hub used as Pick up
	S.T. = 95^{28} Δ 14°13'



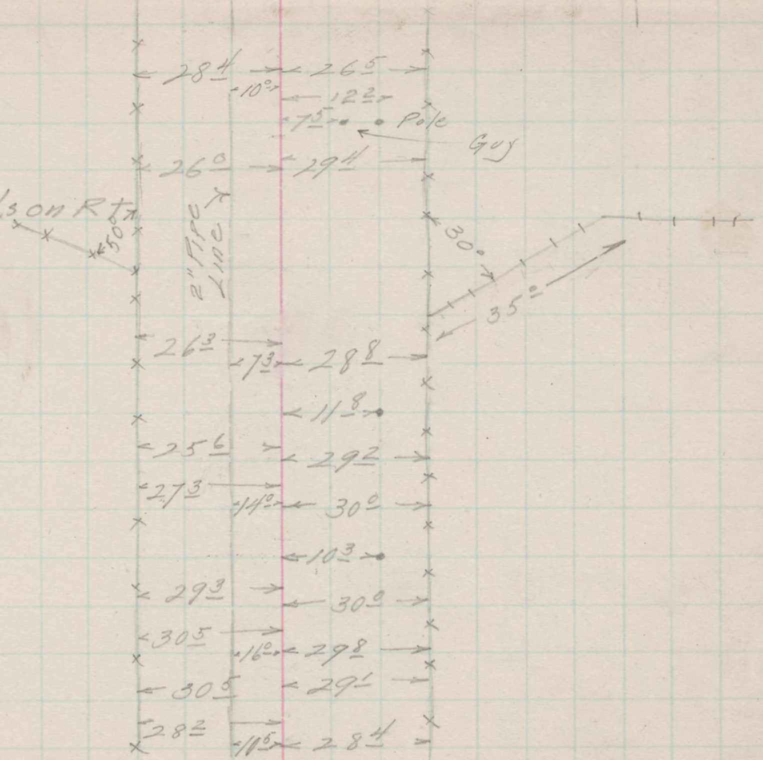
AUSTIN CREEK
STATION PLAN
Notes

Dec. 1915

+63.3	Tel. Pole
+42.7	"AUSTIN GREEK" sign on Rt.
86+25	L in Fence on Rt.
+98.7	W.L. Cattle Guard #78D
+95.1	Fence Corner
+90.7	Xing Sign on Lt
+90.1	Intersection of Fence & ℄
+80.2	℄ Traveled 8' Road
+72.2	Tel. Pole along Road on Lt
+60.9	Cor. of Fence on Lt
+59.5	E.L. Cattle Guard #78C #2 Pit
+51.8	W.L " " #78C #2 "
85	
+72.0	Whistle Board on Lt.
+50	



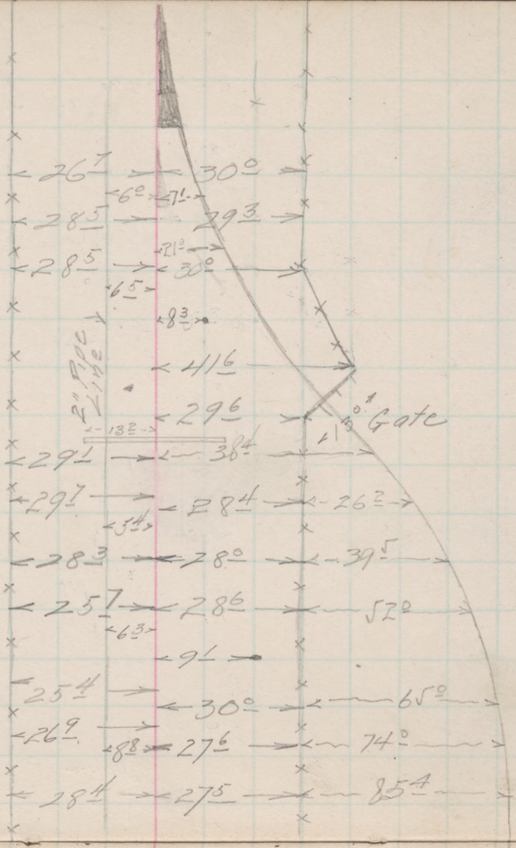
91	
+87	Tel. Pole & Guy
+50	
+30	Fence intersection at Rt Ls on Rt
$+15^{2}$	
$+11^{8}$	Fence (Board) on Rt.
90	
$+76^{2}$	Tel. Pole on Rt.
+50	
89	
$+68^{3}$	Tel. Pole on Rt.
+50	
88	
+50	
1287+00	



	$+25^{-2}$	P.S. #10 Frog Lead 48^{4}
96^{0}		
	+50	
95		Lin Fence
	$+80^{5}$	Tel. Pole on Rt.
	$+61^{5}$	Lin Fence
	$+56^{5}$	Lin Fence
	$+53^{4}$	2'x6'x30^{5}' Box Culv.
	+50	
94		
	+50	
93.		
	+54	Tel. Pole on Rt.
	+50	
92		
	+50	

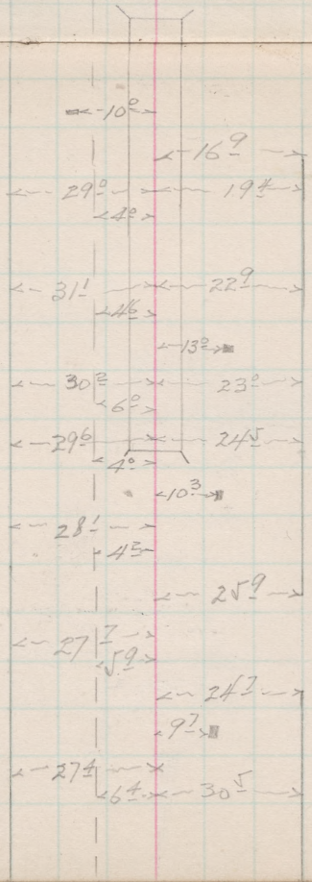
No Letter.

AUSTIN CREEK
STATION PLAN NOTES
Dec. 1915



Spur = 505 Feet Exposed -
Additional Track Buried
in Gravel By River - 12-27-15

+43.2	E.E. 78-E	
+19.6	Whistling Post-	
+17.8	Break In Fence	
99		
+50		
+43.4	Tel. Pole	
98		
+79.95	W.E. 78-E.	Frame & Pile Trestle (Map-1297+80)
+55.3	Private Way Sign -	
+50		
+30.8	Break In Fence on Rt-	
7		
+94.3	Break In Fence on Rt	
+71.4	Tel. Pole-	
1296+50		

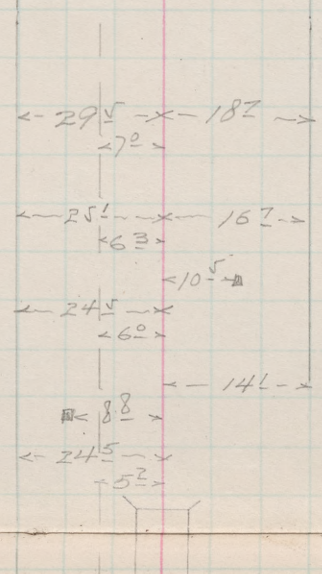


- AUSTIN CREEK -

STATION PLAN NOTES

DEC. 28-1915 W.T.R-

W.J. Andrews-
G.L. Berry.



1

+50

$+18^7$ Tel. Pole-

1300

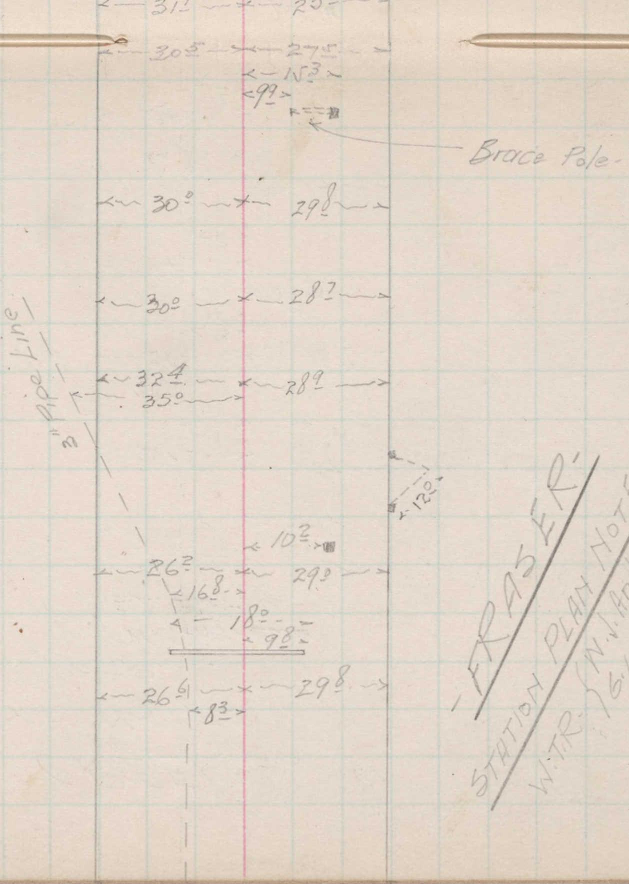
$+97^5$ Break In Fence-

$+87^0$ Private Way Sign

+50

$+43^2$ E.E. 78-E

+50	
2	
$+91^{5}$	Tel. Pole-
+50	
1	
+50	
$+42^{0}$	Pipe Line Xes Fence-
$+39^{6}$	N.E. Gate on Rt.
$+21^{0}$	Tel. Pole
1330	
$+71^{1}$	12"x24" Box Culv. No Letter-
+50	
$1329+35^{37}$	E.C. Reval. Hub- **Pick up**



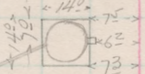
FRASER

STATION PLAN NOTES

W.T.R. { N.J. Andrews / G.L. Berry

12-28-15

$+31^{6}$	12"x24" Box - 79-B -	← 24^{2} →	← 15^{2} →
6 ⑤		← 28^{9} →	← 11^{0} →
$+85$	Beg. of Fence on Rt		← 7^{8} →
$+78^{8}$	℄ Water Tank -		
$+50$		← 29^{5} →	
$+43^{7}$	Tel. Pole -		← 8^{3} →
$+38^{0}$	Flume Line.	← 135^{5} →	
5		← 25^{1} →	
$+50$		← 24^{7} →	
4		← 26^{2} →	
$+88$	End of Fence on Rt		← 11^{3} →
$+50$		← 27^{0} →	← 13^{1} →
$+39$	Tel. Pole		← 11^{2} → 19^{2} →
3		← 30^{4} →	← 21^{5} →
$+50$		← 31^{1} →	← 25^{0} →
2		← 30^{5} →	← 27^{5} → ← 15^{3} →



6" "V" Flume Line

Tank -

Built $1\frac{1}{2}$" Material
Top Dia = 10^{2} Outside
Bottom Dia = 12^{0} outside
Height = 6^{9}
Bottom Above Top of Rail = 9^{0} Ft

Oct. 1919
Tank replaced by larger one.

Station	Description	Left	Right
$+91^{0}$	Tel. Pole -		$\leftarrow 10^{0} \rightarrow$
$+50$		$\leftarrow 30^{5} \rightarrow$	$\leftarrow 26^{6} \rightarrow$
$+27^{5}$	Tel. Pole -	$\leftarrow 18^{6} \rightarrow$	
9 (8)		$\leftarrow 30^{7} \rightarrow$	$\leftarrow 21^{5} \rightarrow$
$+50$		$\leftarrow 27^{8} \rightarrow$	$\leftarrow 20^{5} \rightarrow$
$+39^{5}$	Beg. Fence on Lt -	$\leftarrow 25^{4} \rightarrow$	
$+37^{4}$	Tel. Pole 1-Wire -	$\leftarrow 35^{9} \rightarrow$	
8 (7)			$\leftarrow 21^{2} \rightarrow$
$+55^{8}$	Tel. Pole -		$\leftarrow 18^{4} \rightarrow$
$+50$			$\leftarrow 27^{0} \rightarrow$
7 (6)			$\leftarrow 23^{9} \rightarrow$
$+73^{4}$	End of Fence on Lt	$\leftarrow 28^{7} \rightarrow$	
3 6 + 50		$\leftarrow 26^{3} \rightarrow$	$\leftarrow 19^{1} \rightarrow$
4 3 (5) + 40^{1}	Station Sign - Fraser -	$\leftarrow 10^{3} \rightarrow$	

-FRASER-

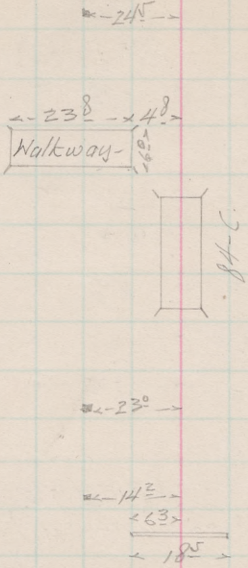
-STATION PLAN NOTES-

Dec-28-1915 W.T.R.

{ W.J. Andrews
{ C.L. Berry-

Z (1)		← 30⁷ →	← 28⁸ →
+96⁹	Tel. Pole-		← 10⁵ →
+50		← 30² →	← 29⁹ →
1341 +15⁴	Tel. Pole-	← 30² →	
(3 1240)		← 30⁰ →	← 29⁰ →
+50		← 30⁰ →	← 29⁰ →
+20⁰	1-Mile to Austin Creek-Sign	← 10¹ →	
1340 (9)		← 29⁹ →	← 29⁷ →
+91⁰	Tel. Pole		← 10⁰ →

+50	
+49⁶	Tel. Pole - On Lt.
82	
+85³	W.L. Walkway - On Lt.
+75⁸	E.E. 84-C.
+50	
+39⁴⁵	W.E. 84-C. Frame Trestle -
81	
+90⁷	Tel. Pole On Lt -
+50	
+16⁸	Pole on Lt.
80+04⁰	℄ 12"x12" Box 84-B -
1578+68⁷⁵	B.C. 13° Rt. Reval. Stake - Pick up.



West End of
CAZADERO -
- Station Plan Notes -
W.T.R. {W.J.A. G.L.B.
12-29-15

See Page - 33

+28³ W. Cor. House on Rt.

84

+94⁸ W. Cor. House on Lt.

+92⁰ Break In Fence on Rt

+89² W. Cor Ho. Proper on Rt

+85³ Break In Fence on Rt

+73¹ Fence Corner on Lt.

+50⁰ W. Cor. House on Rt

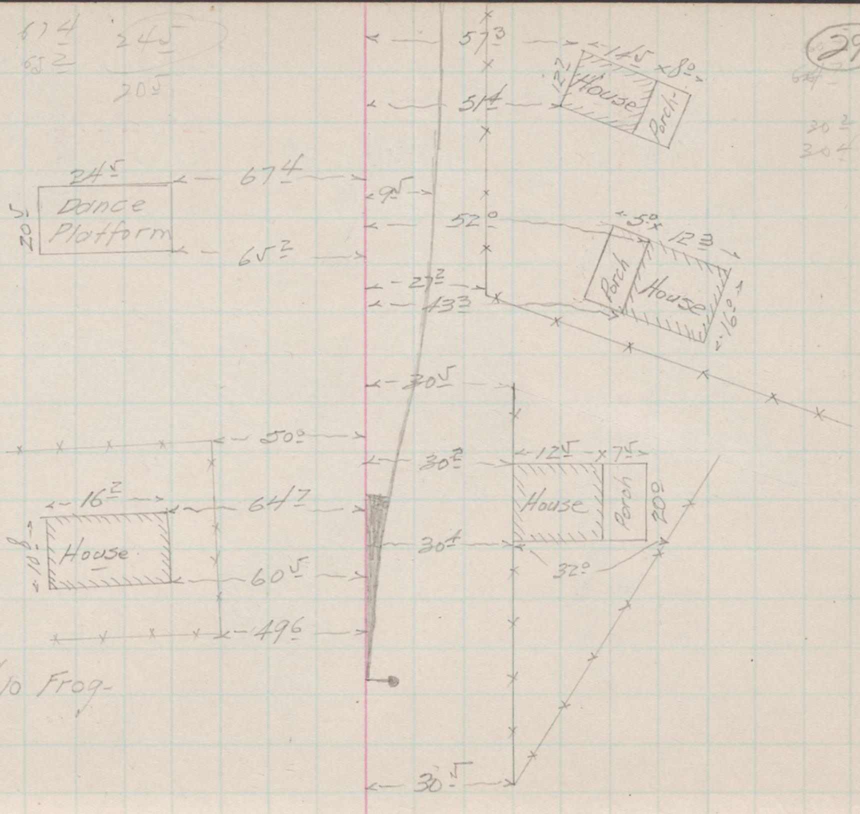
+48⁰ W. Cor. House on Lt

+26⁶ Beg. of Fence on Lt

+04⁶ P.S. Lead = 49³ #10 Frog.

83

+84⁹ Beg. of Fence on Rt

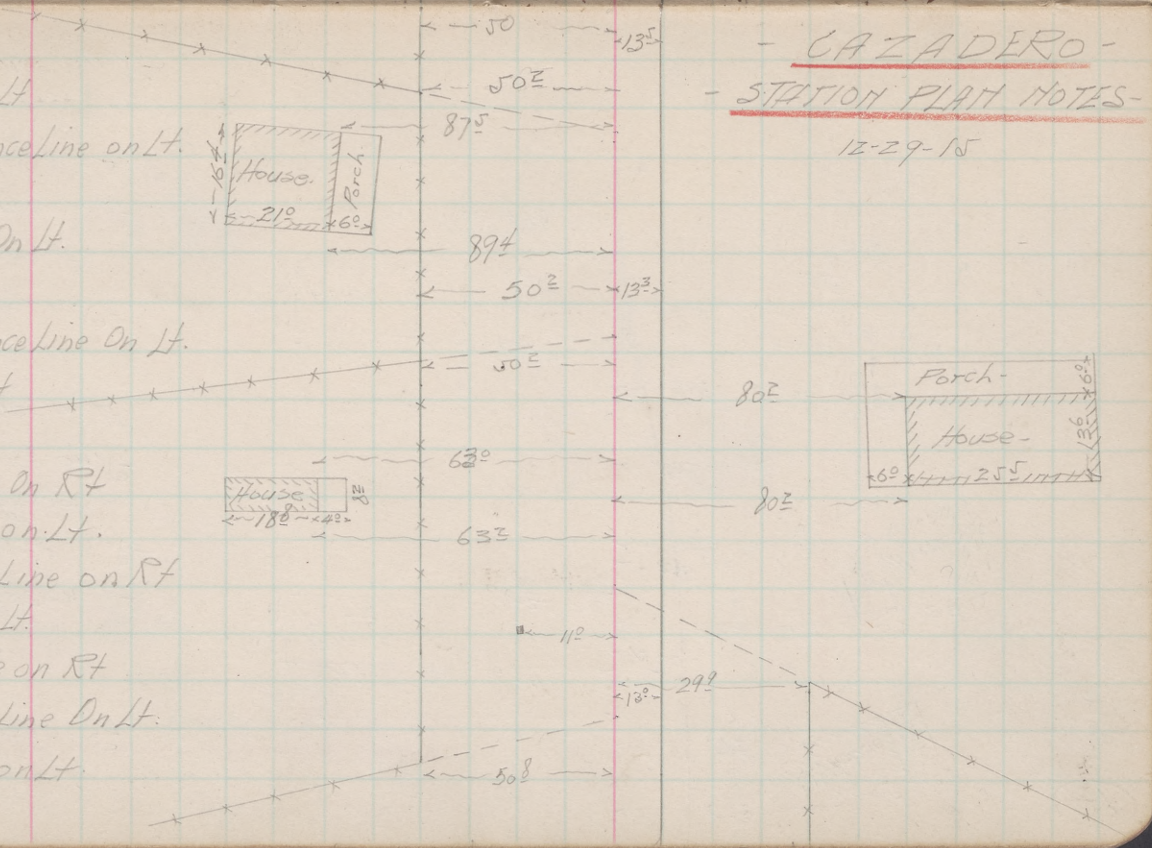


- CAZADERO -

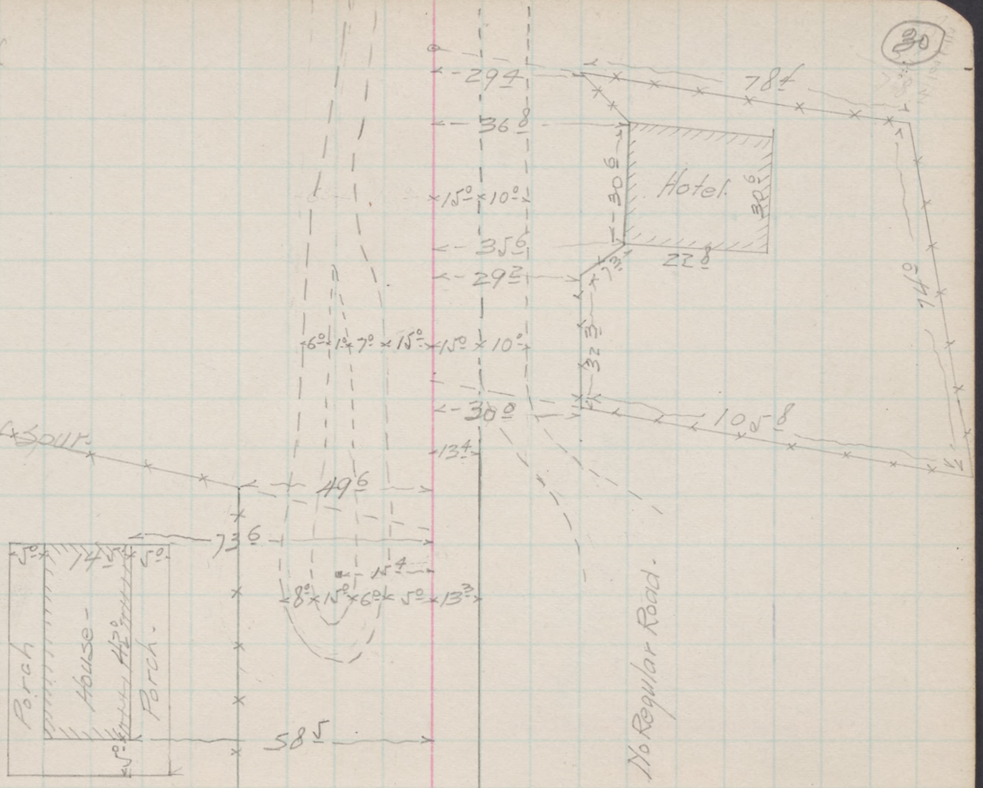
- STATION PLAN NOTES -

12-29-15

86	
+82^{0}	Fence on Lt
+76^{3}	P.I. of Fence Line on Lt.
+55^{3}	W. Cor. Ho. On Lt.
+50	
+33^{7}	P.I. of Fence Line On Lt.
+30^{4}	Fence on Lt
85	
+84^{4}	W. Cor. Ho. On Rt
+82^{5}	W. Cor. Ho. on Lt.
+65^{2}	P.I. Fence Line on Rt
+57^{0}	Tel. Pole On Lt.
+54^{9}	End Fence on Rt
+50	
+41^{5}	P.I. Fence Line On Lt.
1584+30^{3}	Fence Cor. on Lt



$+59^{9}$	P.I. Fence Line On Rt.
$+56^{9}$	Fence on Rt
$+50$	
$+26^{5}$	W. Cor. of Ho. on Rt
$+24^{1}$	Angle In Fence.
87	
$+92^{8}$	P.I. Fence Line on Rt
$+91^{3}$	Fence On Rt & End Of Spur.
$+79^{9}$	Fence On Lt.
$+71^{5}$	P.I. Fence Line On Lt.
$+53^{3}$	Tel. Pole - On Lt
$+50$	
$+12^{1}$	W. Cor. Ho. Prop.



WEST END OF

-CAZADERO-

STATION PLAN NOTES

12-29-15 W.T.R. { W.J.A. G.L.B.

1590 +62.06 = E.C. Hub - Retal.

+50

1590

+50

89

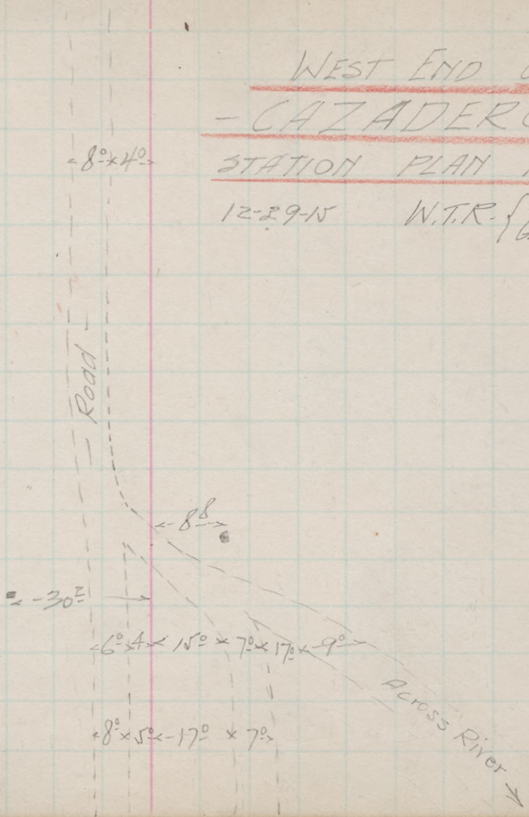
+99.3 Xing Sign On Rt

+91.0 ℄ Rd Xing 14' Long-

+73.3 Tel. Pole-

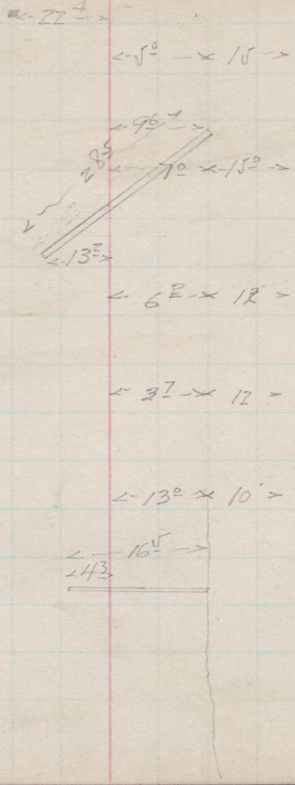
+50

1588



See Page – 52

+05³	Tel. Pole.	
70		
+50		
+46¹	℄ of 36"x50" Box Culv. 83-N.	
69.		
+50		
68		
1567+86³	6"x12" Open Box - 83-M -	



- MILLER'S RETREAT -

- STATION PLAN DATA -

12-29-15 W.T.C. { V.S.A. / G.L.B.

72

+77.2 W. Corner House-

+50

+20.8 Station Sign 14' Lt.

+26.0 offset to E.L. Plat.
+19.0 " Center Pt of Plat & Tel. Pole 27.0 Lt
+09.3 " W. Pt. of Plat
+07.3 W.L. of Main House-

71

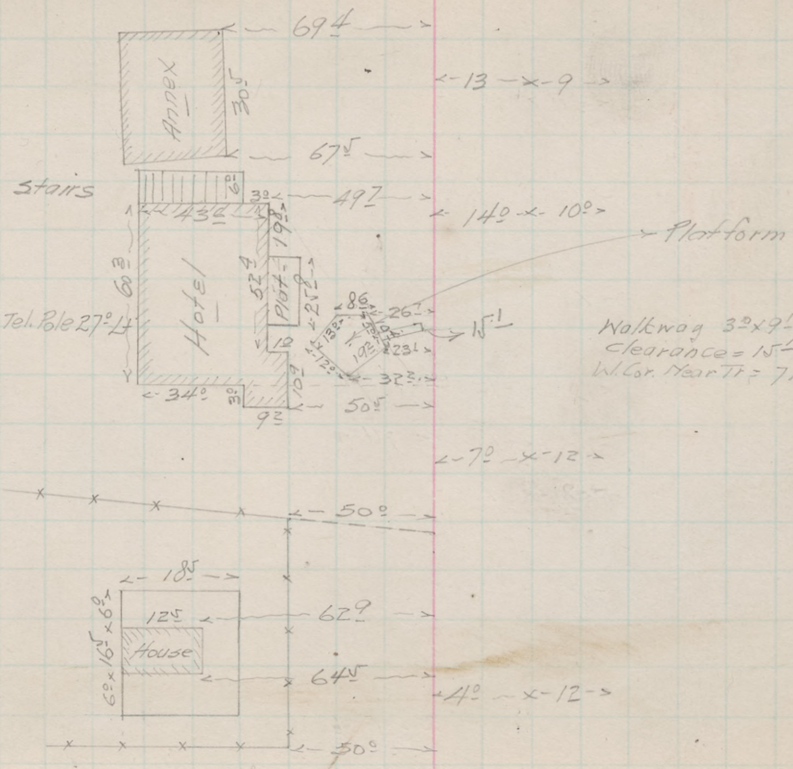
+99.2

+95.2

+66.0

+50

+53.8



Walkway 3.0 x 9'
Clearance = 15'
W. Cor. Near Tr. = 71+23.4

+70 8	Tel. Pole	⊞← 12.6 →	
+50			← 60 × 6 →
75			← 62 × 2 →
+50			← 27.5 × 6 →
+19.3	Tel. Pole	⊞← 17.9 →	
74			← 21.5 × 5 →
+50			← 19 × 19 →
73			← 17 × 20 →
N72 + 50			← 8.0 × 15 →

See Page-29

-MILLER'S RETREAT-

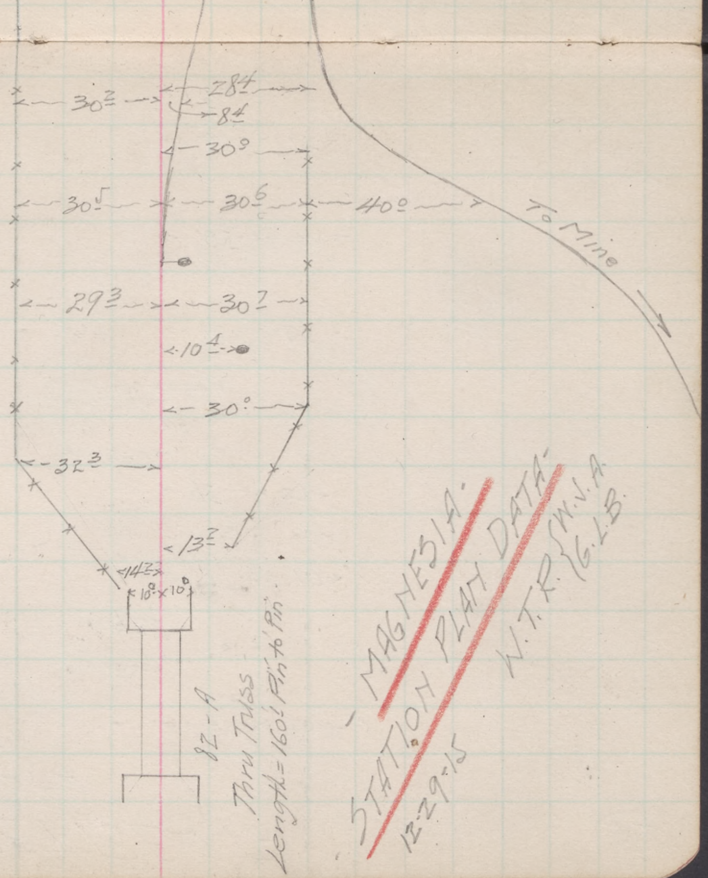
1578+68 7.5 B.C. Reval Stake- STATION PLAN DATA

Pickup

12-29-15 W.T.R. {W.J.A. G.L.B.

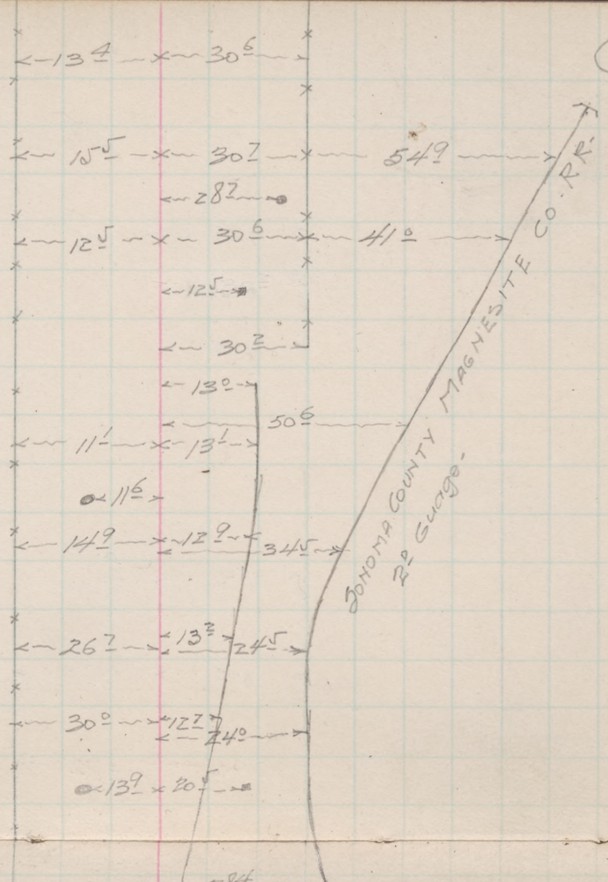
+50			←5.5-x-20→
+35.1	Tel. Pole-	←13.5→	
+21.0	Whistle Post	←9.7→	
78			←7.0-x-17→
+50			←9.5-x-27→
+22.2	Tel. Pole.	←13.2→	
+22.0	8"x12" Box Culv. 84-A	←11.2→ ←4.0→	
77			←13-x-35→
+50			←16.5-x-40→
76			←48.5-x-15→
+95.4	Whistle Post		←10.5→

1480	
+75.2	End of Fence On Rt
+50	
+23.4	P.S. Lead = 43.0 #7½ Frog - Rigid
79	
+72.7	Tel. Pole -
+52.0	Δ In Fence -
+45.1	Δ In Fence -
+35	End of Fence on Rt
+31	End of Fence on Lt & End of Conc. Wings
1478+19.6	E.E. 82-A ℄ of End Pin - Thru Truss -

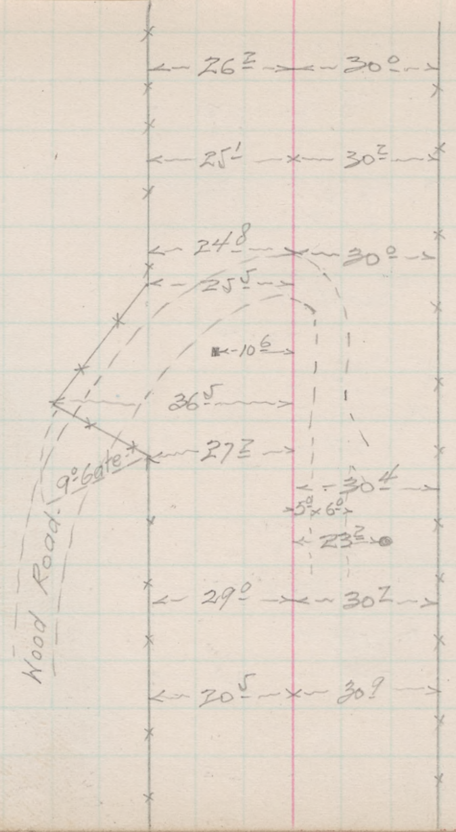


MAGNESIA.
STATION PLAN DATA.
12-29-15
W.T.R. {SW.J.A / G.L.B.

+50	
+07^{0}	End of Sonoma Magnesite Co. Track 2' Guage-
83	
+85^{8}	Tel. Pole-
+50	
+40^{1}	Station Sign
+29^{1}	Beg. of Fence
+14^{2}	End of Spur-
82	
+60^{3}	Tel. Pole-
+50	
81	
+51^{7}	Derail Hayes In Spur-
+50	
+26^{1}	Tel. Pole & Derail Sign-



+50	
86	
+50	
$+32^{0}$	Δ In Fence & ℄ Rd Xing
$+16^{9}$	Whistle Post.
$+14^{2}$	Δ In Fence-
$+08^{4}$	Δ In Fence
85	
$+67^{8}$	Tel. Pole-
+50	
1484	



- MAGNESIA -

- STATION PLAN DATA -

12-29-15 W.T.R. - { W.J.A. / G.L.B.

1488+22"	P.I.	Reval. Hub - Pickup
1486+72³	Reval. Stake	B.C. to Lt.

#2 Cat. Gd. 81-I

Station	Description	Left	Right
1450		← 30^{0} →	← 29^{7} →
+50		← 30^{1} →	← 30^{9} →
$+21^{9}$	Tel. Pole-		← 16^{4} →
49		← 30^{2} →	← 30^{3} →
$+92^{3}$	Tel. Pole- 1-Wire-	← 11^{3} →	
$+78^{7}$	24"x30" Box Culv. 81-H	← 30^{0} →, ← 16^{5} →	
+50		← 30^{3} →	← 30^{0} →
48		← 30^{3} →	← 30^{1} →
+50		← 29^{9} →	← 30^{1} →
$1447+45^{17}$	E.C. Reval. Hub- pick up		
47		← 30^{2} →	← 26^{7} →
$+80^{0}$	12"x12" Box Culv. 81-G.	← 20^{5} →, ← 8^{5} →	
$6+72^{2}$	Tel. Pole-		← 8^{3} →, ← 15^{0} →, Brace Pole

WATSON.
STATION PLAN DATA.
Dec. 29-15
W.T.R. W.S.A. G.L.B.

+50

53

+80^{5} Tel. Tree-

+50

+35^{0} Tel. Pole-

52

+68^{5} P.S. Lead = 48^{6} #10-Rigid Frog

+50

+47^{4} ℄ Rd Xing. 9^{0} Wide

+34^{9} Xing Sign

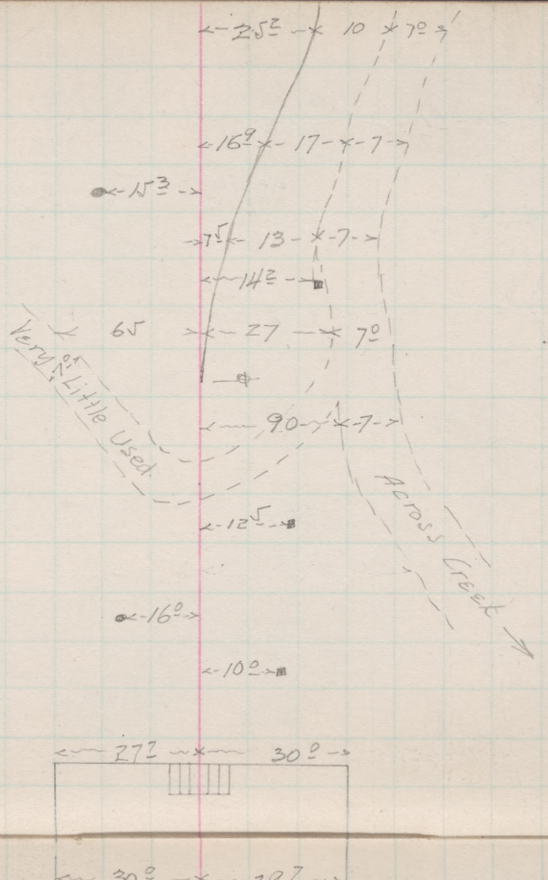
51

+92^{6} Tel. Pole-

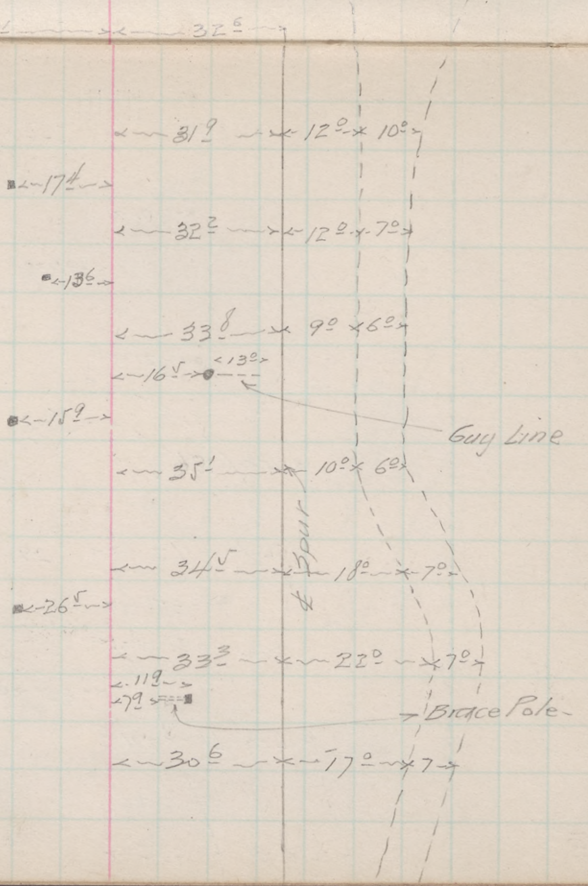
+86^{8} Tel. Pole-

+50

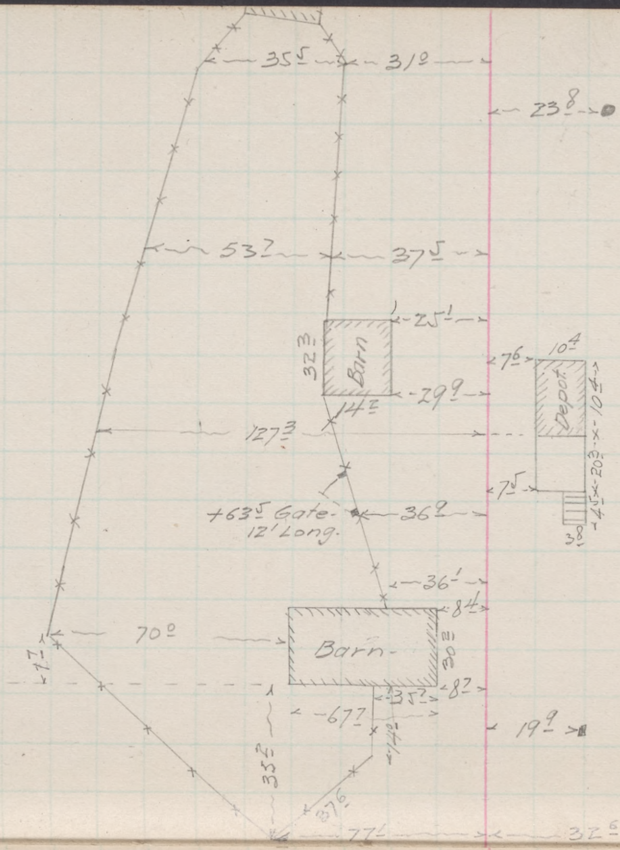
+47^{5} E.L. Cat. Gd. & Wing Fences-
#2 Cat. Gd. 81-I



+42 8	End of Spur
57	
+88 6	Tel. Pole -
+50	
+41 7	Sign - Freight Clearance Warning
56	
+76 8	Tel. Pole
+73 8	Tel. Pole -
+50	
55	
+76	Tel. Pole .
+50	
+15 4	Tel. Pole -
14 54	

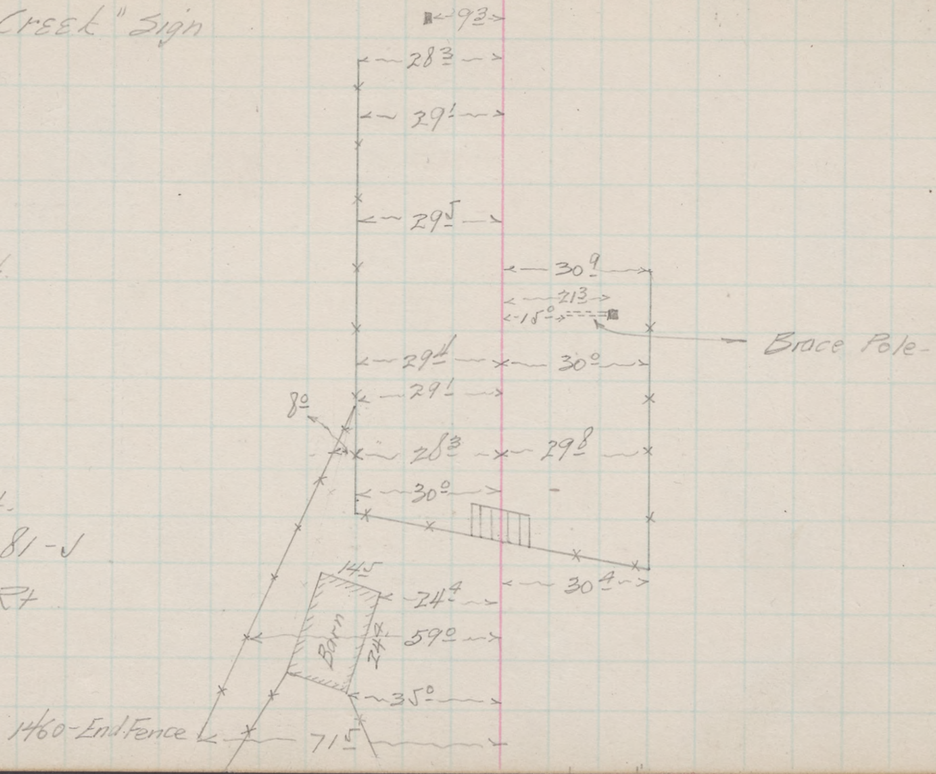


$+04^{7}$	Δ In Fence on Lt
$+02^{7}$	Tel. Pole
1460	
+50	
59	
$+98^{3}$	West Cor. of Barn
$+81^{45}$	W.L. Depot Ho.
$+61^{7}$	W.L. Freight Plat.
+50	
58	
$+96^{0}$	W.L. Barn
$+86^{0}$	Tel. Pole
+50	
$+42^{8}$	End of Spur



WATSON.
STATION PLAN DATA.
W.T.R.R. W.A.
16.L.B.
12-29-15

$+92^{9}$	"1-Mile To Kidd Creek" Sign
$+74^{9}$	End Fence On Lt
+50	
62	
$+92^{0}$	End Fence On Rt.
$+74^{2}$	Tel. Pole
+50	
$+37^{6}$	
61	
$+61^{1}$	Fence Cor. on Lt.
$+58^{8}$	W.L. #2 Cat Gd. 81-J
$+55^{4}$	Fence Cor. on Rt
+50	
$1460+17^{6}$	W. Cor. of Barn



1234

STYLE OF LE
Sc

Painting:

The surface of telegra
and for a width of 9" i
The figures to be pa
in white. The black
variable dimension de

line parallel to longitudinal
er line of track

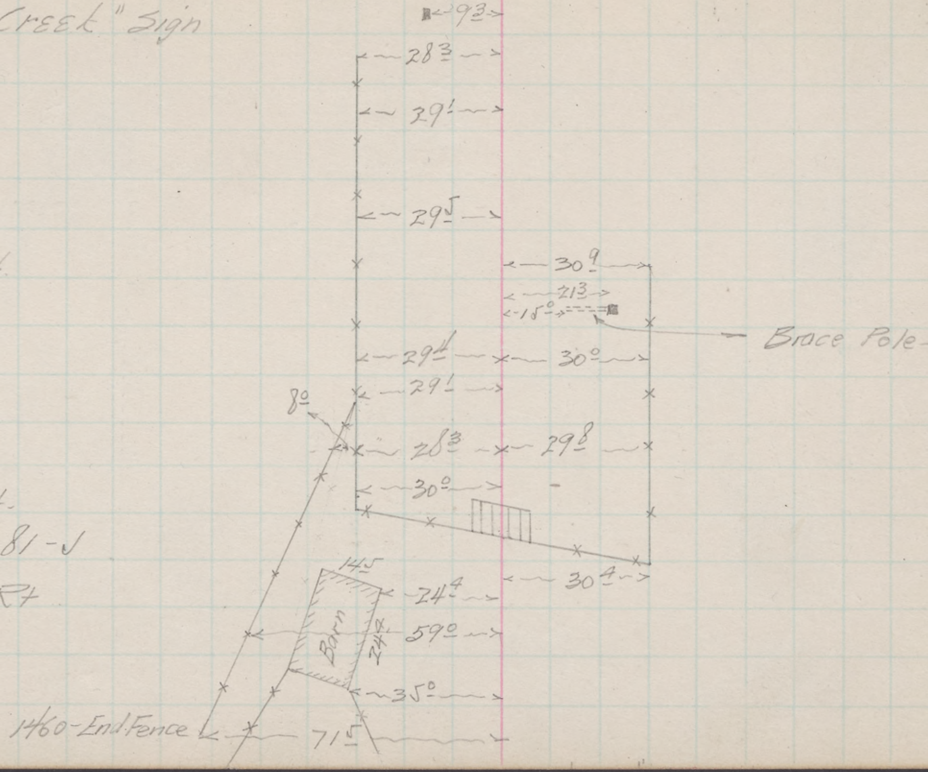
Location:

The figures to be paint
figures indicate the nu
standard mile board

line

cale 3/4" = 1'

$+92^{9}$	"1-Mile To Kidd Creek" Sign
$+74^{9}$	End Fence On Lt
+50	
62	
$+92^{0}$	End Fence On Rt.
$+74^{2}$	Tel. Pole
+50	
$+37^{6}$	
61	
$+61^{1}$	Fence Cor. on Lt.
$+58^{8}$	W. L. #2 Cat Gd. 81-J
$+55^{4}$	Fence Cor. on Rt
+50	
$1460+17^{6}$	W. Cor. of Barn



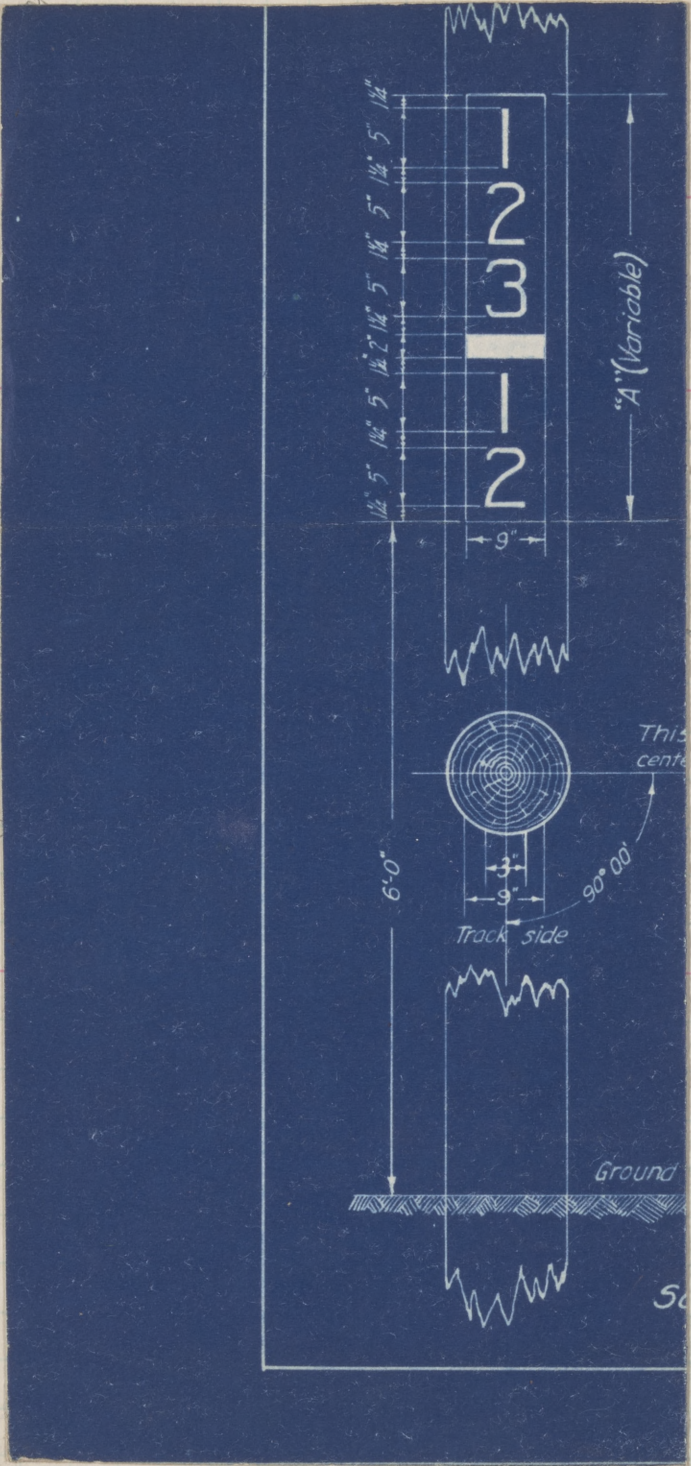
T-24 Index of Stationing in numerical order

Page 7-8	1272+72.7	Casini	1274+02.9
23-26	1274+04.0	Austin Cr.	1301
27-28	1329+35.4 E.C.	Fraser	1342
39-40	1384+75.3	W. of Kidd Cr.	1395
41-44	1400	Kidd Creek	1418
36-38	1446+72.2	Watson	1463
34-35	1478+19.6	Magnesia	1486+72.3 B.C.
56-57	1549+90.3	Cazadero Redwoods	1562+72.06 E.C.
32-33	1567+86.3	Millers Res	1578+68.75
29-31	1578+68.75 B.C.	Cazadero	1590+62.06 E.C.
52-55	1590+62.06	"	1597+92.5

Work Duncan Mills to Cazadero

found in Div. Office Field Book T-24

commencing at pages as noted



+92.9 "1-Mile To Kidd Creek" Sign

93

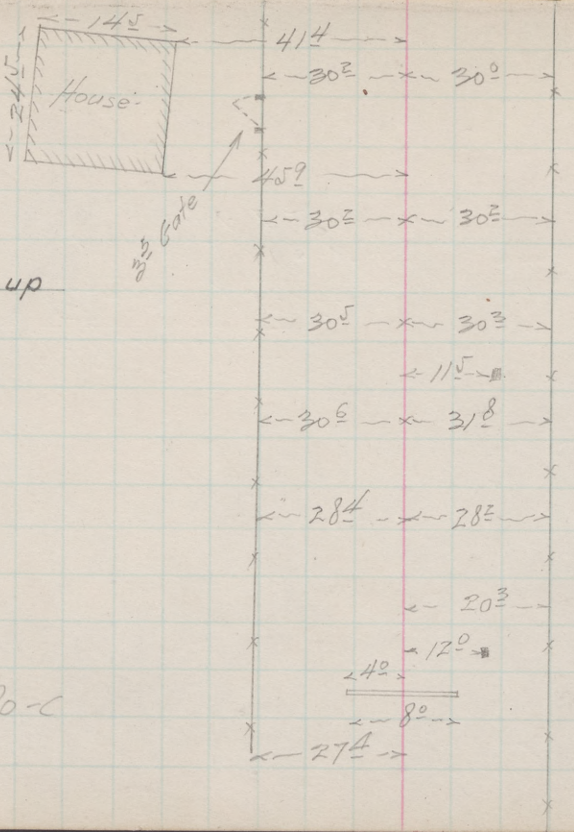
- WATSON -

- STATION PLAN DATA -

12-29-15 W.T.R. { W.S.H. / G.L.B.

63

+50	
+40.8	W. End. Gate-
+22.0	W. Corner Ho.
7	
1386+67.40	E.C. Reval. Hub **Pick up**
+50	
+37.7	Tel. Pole-
6	
+50	
5	
+93.4	Tel. Pole On Rt
1384+81.7	6"X12" Open Box Culv. 80-C
4+75.3	Beg. Fence on Left



- WEST OF KIDD CREEK -
- Showing Encroachment of Barn.
W.T.R. / W.J.A. / C.L.B.
12-30-15

+50

1390

+98.6 Tel. Pole-

+74.1 "Private Way" Sign

+50

+48.9 E.E. 80-E Frame Trestle-

+59 W.E. 80-E

9

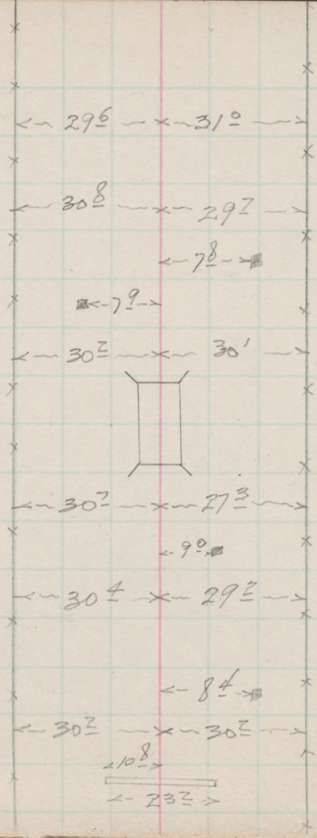
+84.0 "Private Way" Sign

+50

+09.0 Tel. Pole-

8

+90.5 36"x36" Box Culv. 80-D



4

$+90^{5}$ Tel. Pole

+50

$+14^{9}$ W.E. Gate

3

$+84^{1}$ W. Corner Barn

+50

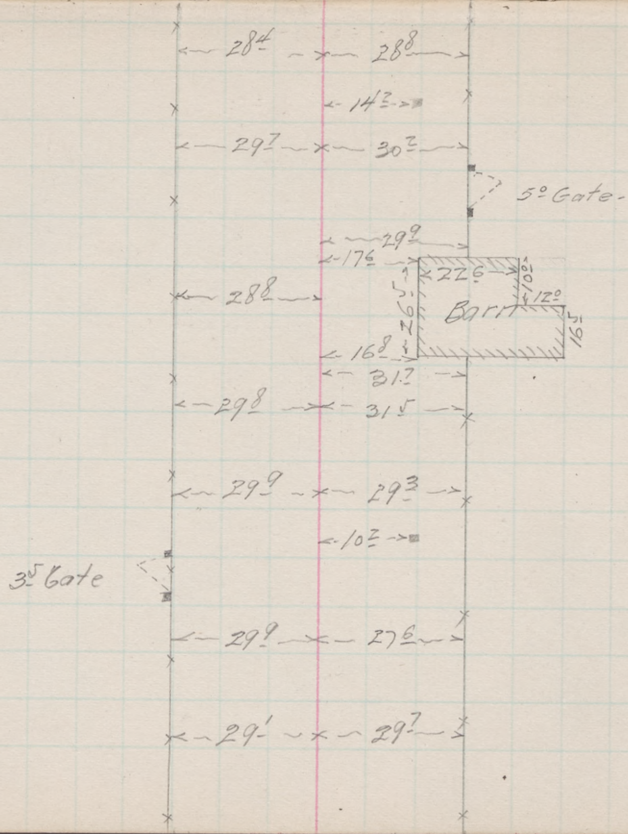
2

$+94^{8}$ Tel. Pole

$+74^{8}$ W.E. Gate

+50

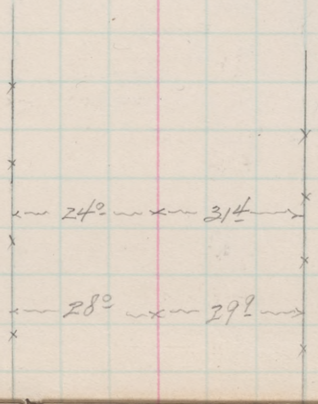
1391



— WEST OF KIDD CREEK —

— Showing Encroachment of Barn —

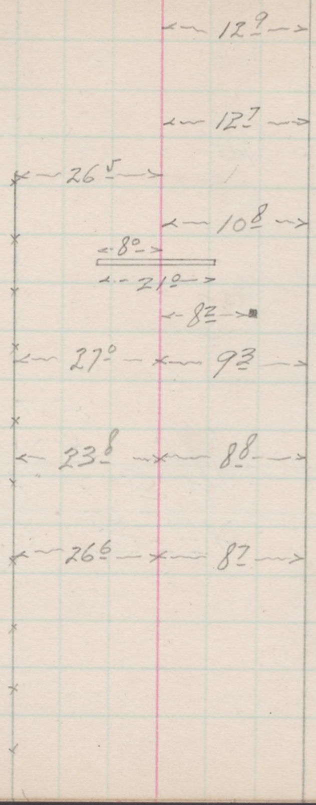
12-30-15 H.T.R. { W.S.A. / G.L.B.



1395

+50

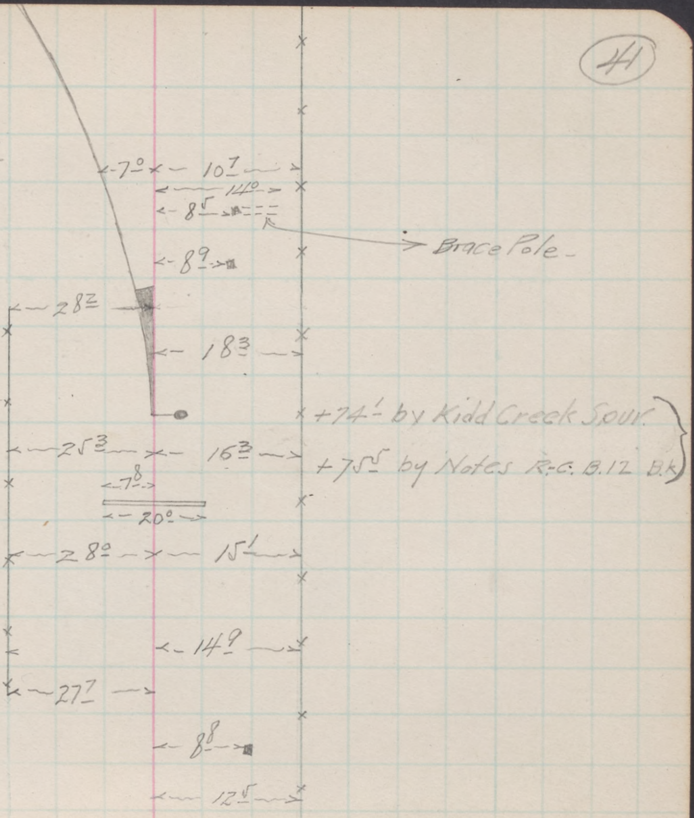
+50	
2	
+69^{0}	End Fence On Lt.
+50	
+22^{0}	9"x21" Box Culv. 80-G.
+07^{5}	Tel. Pole
1	
+50	
1400	
1401+35^{88}	P.I. Reval. Hub Pick up



- KIDD CREEK -

- STATION PLAN DATA -

+50	12-30-15	W.T.R. { W.J.A. / G.L.B.
$+23^{9}$	Tel. Pole	
$+15^{0}$	"Watson 1-Mile" Sign	
$+09^{1}$	End Fence On Lt.	
5		
(?) $+74^{3}$	P.S. Lead = 48^{4} #10 Rigid Frog.	
+50		
$+07^{1}$	12" x 27" Box Culv. 80-H	
4		
+50		
$+38^{6}$	Beg. Fence on Lt.	
$+29^{4}$	Tel. Pole -	
3		



8

$+87^{8}$ N.E. 80-I Pile Trestle-

$+86^{6}$ Fence Line On Rt

$+68^{8}$ Tel. Pole-

$+68^{7}$ △ In Fence On Lt.

+50

7

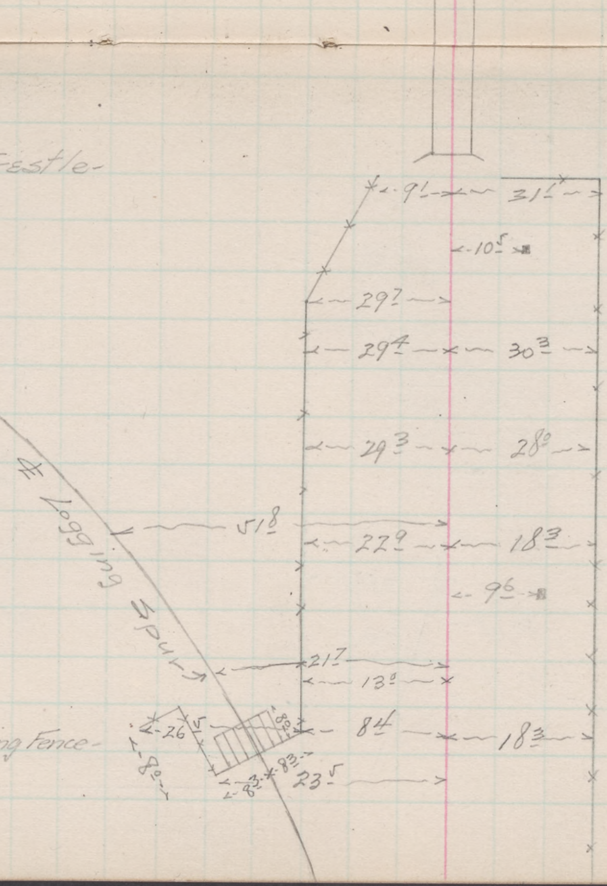
+50

$+44^{2}$ Tel. Pole-

6

$+89^{8}$ Near. Cor. of Cat Gd & End Wing Fence-

140 √ $+84^{7}$ W. Cor. Cat. Gd.



- KIDD CREEK -

- STATION PLAN DATA -

W.T.R. / W.J.A. / G.L.B.

12-30-15

$+82^{5}$ W. L. Depot

$+69^{2}$ W. L. Shack

$+65^{5}$ Barn W.L.

$+62^{5}$ W.L. Frt. Plat. & W. Cor Barn

$+56^{2}$ Δ In Fence

+50

$+48^{1}$ ℄ Road Xing 10' Wide

$+47^{1}$ Tel. Pole & Δ In Fence

$+38^{8}$ Xing Sign & Fence Cor. On Lt

+25 Offset to Fence

9

$+60^{2}$ "Private Way" Sign

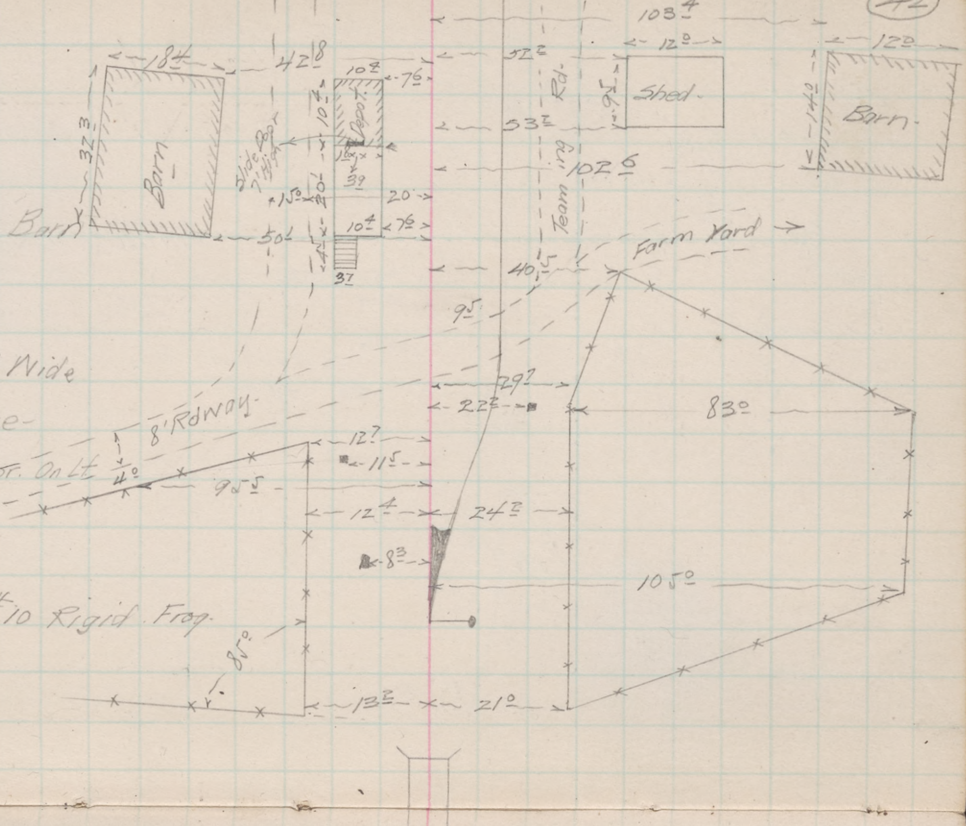
$+58^{8}$ Fence. Cor.

$+56^{3}$ P.S. Lead = 48^{6} #10 Rigid Frog

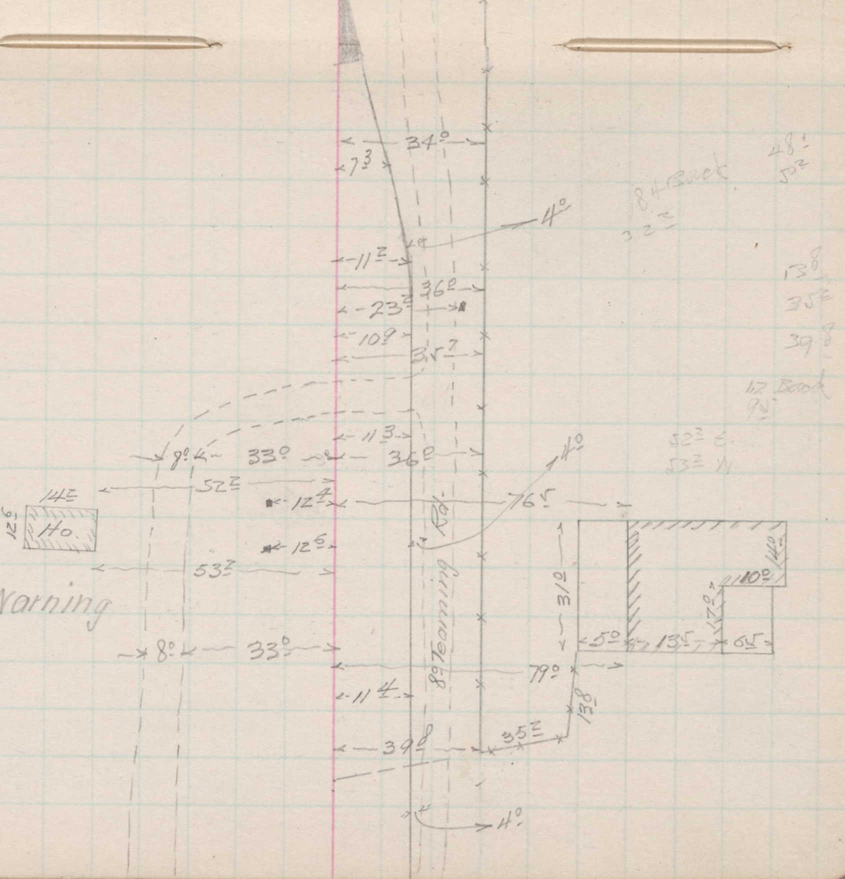
+50

$+42^{6}$ Fence on Lt

$+41^{9}$ E.F. 80-I



12	
+50	
+48.7	Tel. Pole.
11	
+87.9	℄ Xing - 12' Wide
+50	
+18.1	Station Sign -
+16.6	W. Cor. Ho. on Lt.
+10.3	Sign - Freight Clearance Warning
+08.0	W. L. Ho. on Rt
1410	
+90.8	Fence Corner on Rt
1409+83.2	P.I. Fence Line on Rt



$+85^{3}$ Tel. Pole.

+50

15

$+81^{2}$ W.L. #2 Cot. Gd. 80-K.

+50

14

$+78^{2}$ Tel. Pole.

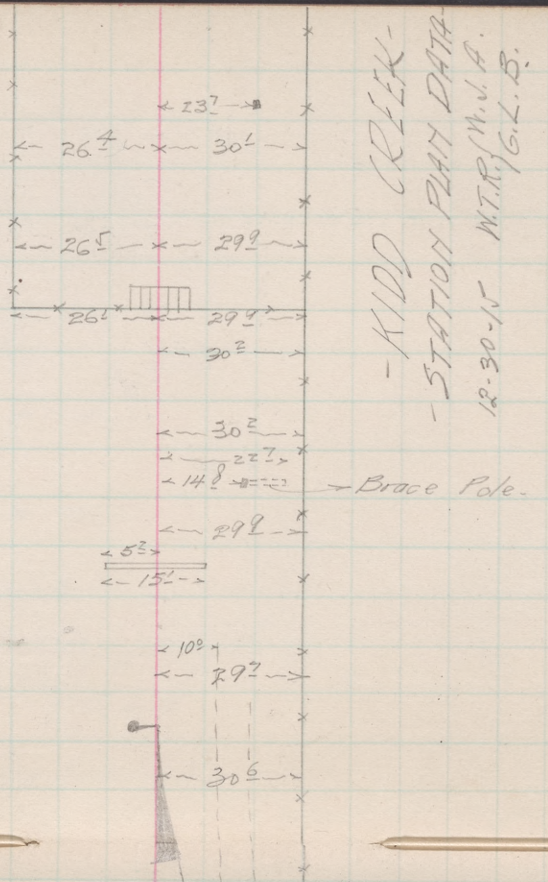
+50

$+23^{3}$ 8"x12" Box Culv. No Letter.

13

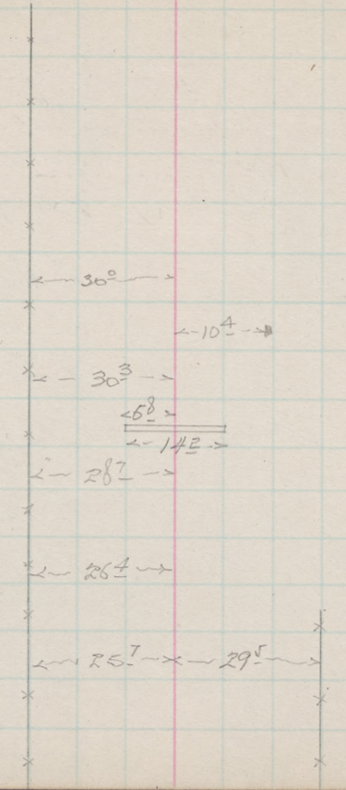
$+81^{9}$ P.S. Lead = 48^{5} #10 Rigid Frog.

+50



if the nots have not been taken. Length of Spur is 1057 ft.

18		
	$+78^{1}$	Tel. Pole
	$+50$	
	$+45^{4}$	8"x12" Box Culv. 81-A
17		
	$+50$	
	$+03^{6}$	End of Fence On Rt
1416		



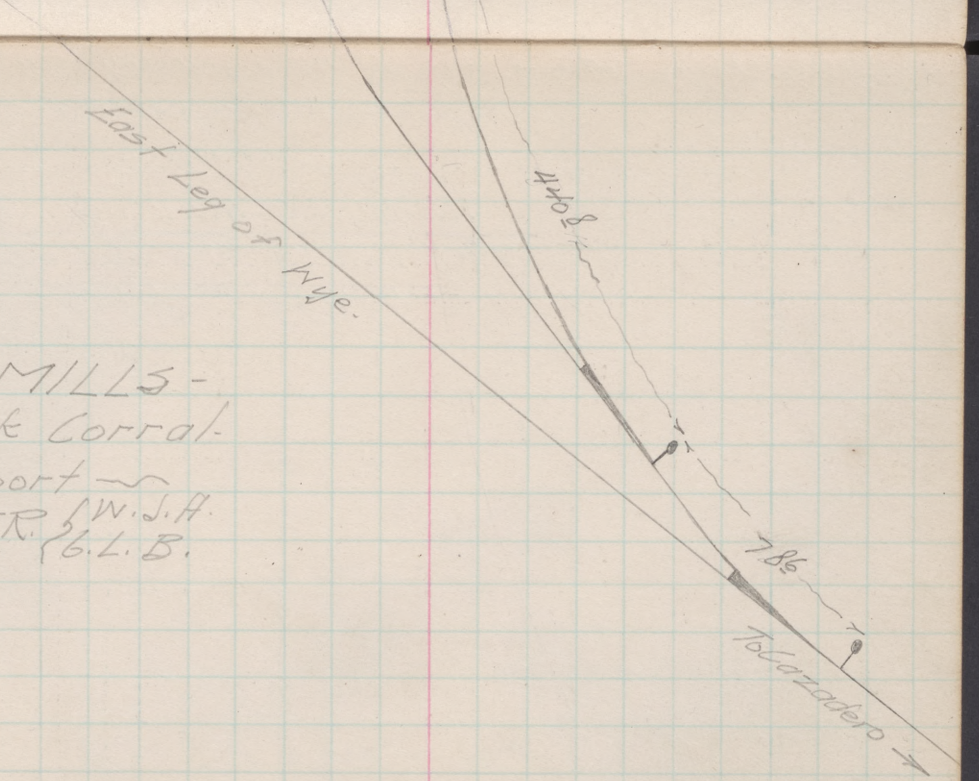
- KIDD CREEK -

- STATION PLAN DATA -

12-30-15 N.T.R. { W.J.A. / G.L.B.

1045 ?

Note:- Spur to be located by transit Line if the nots have not been taken. Length of Spur is 1057 ft.

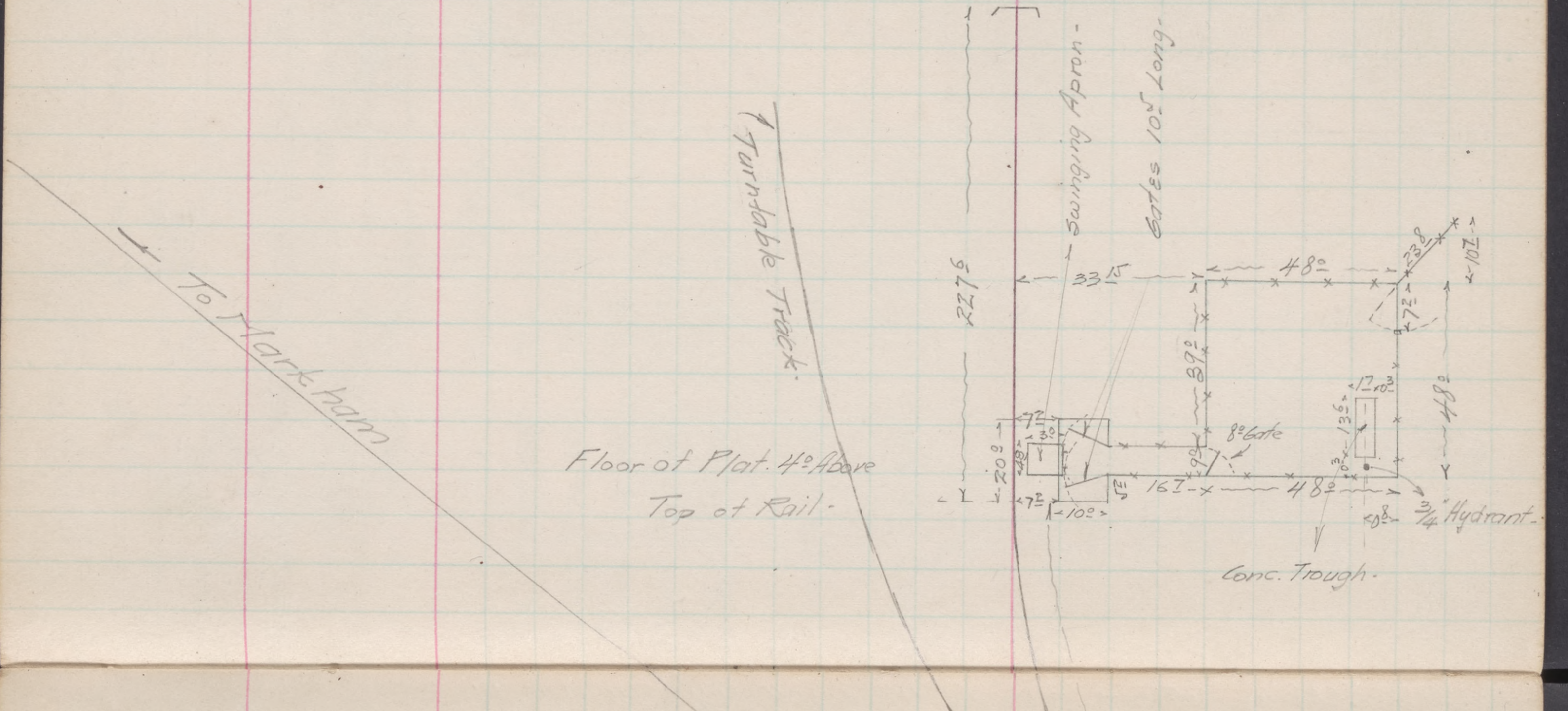


- DUNCAN'S MILLS -

- Location Of Stock Corral -

For New Work Report

12-30-15 W.T.R. {W.J.A. / G.L.B.


To Markham
Turntable Track
Swinging Apron
Gates 10' Long
Floor of Plat. 4' Above
Top of Rail
8' Gate
3/4" Hydrant
Conc. Trough
48'
33'
39'
16'

- BODEGA ROADS -

Levels Over Trestle 62 - J -

- Frame Trestle -

Showing Surface & Super-Elevation -

0+00 = B.C. of Curve At West End Trestle
Reral. Hub - No Guard Stake -

Station	+ Rod	H.I.	Left Rail Rod	Left Rail Elev.	Right Rod
⊙ B.M.	4^{64}	104^{64}			
0+00			3^{40}	101.24	3^{18}
+50			3^{19}	101.45	2^{97}
1			3^{04}	101.60	2^{85}
+50			2^{90}	101.74	2^{66}
2			2^{71}	101.93	2^{45}
$+26^{2}$					
+50			2^{59}	102.05	2^{32}
+74					
3			2^{55}	102.09	2^{31}
$+11^{3}$					
$+12^{3}$			2^{55}	102.09	2^{33}
$+26^{0}$			2^{52}	102.12	2^{31}
$+42^{0}$			2^{51}	102.13	2^{31}
$+58^{4}$			2^{52}	102.12	2^{35}
$+74^{1}$			2^{52}	102.12	2^{35}
$+90^{3}$			2^{50}	102.14	2^{32}
$4+06^{1}$			2^{48}	102.16	2^{30}
$+22^{7}$			2^{50}	102.14	2^{33}
$+38^{3}$			2^{47}	102.17	2^{31}
$+54^{7}$			2^{47}	102.17	2^{32}
$+69^{9}$			2^{54}	102.10	2^{37}

W.T.R. { W.J.A / G.L.B.

Plotted Jan. 3, 1916 F.E.E.

12-30-15

Right Rail		Turns		Remarks
Elev.	-Rod		Elev	
			100.00	Track Spike Lt. End Cap In Bent #2 From W. End.
101.46	+22			
101.67	22			
101.69 (7)	✓19			
101.98	24			
102.19	26			
				# Cat Gd. E.L. 62-I
102.32	27			
				℄ County Rd. Xing -
102.33	24			
				W.E. 62-J.
102.31	22			℄ Bent #1
102.33	21			
102.33	20			
102.29	17			
102.29	17			
102.32	18			
102.34	18			
102.31	17			
102.33	16			
102.32	15			
102.27	17			

Station	+ Rod	H.I.	Left Rail		Rig
			Rod	Elev.	Rod
		104^{64}			
$4+86^{3}$			2^{57}	102.07	2^{39}
$5+02^{0}$			2^{58}	102.06	2^{39}
$+18^{3}$			2^{58}	102.06	2^{41}
$+34^{3}$			2^{56}	102.08	2^{43}
$+50^{4}$			2^{52}	102.12	2^{43}
$+66^{4}$			2^{49}	102.15	2^{46}
$+82^{3}$			2^{47}	102.17	2^{45}
$+98^{4}$			2^{49}	102.15	2^{48}
⊙	4^{09}	106^{02}			
$6+14^{8}$			3^{87}	102.15	3^{85}
$+30^{6}$			3^{88}	102.14	3^{86}
$+46^{5}$			3^{88}	102.14	3^{87}
$+62^{6}$			3^{85}	102.17	3^{86}
$+78^{8}$			3^{82}	102.20	3^{84}
$+94^{9}$			3^{82}	102.20	3^{81}
$7+10^{9}$			3^{81}	102.21	3^{82}
$+26^{9}$			3^{80}	102.22	3^{81}
$+42^{8}$			3^{78}	102.24	3^{79}
$+58^{8}$			3^{70}	102.32	3^{70}
$+74^{5}$			3^{70}	102.32	3^{69}
$+90^{7}$			3^{66}	102.36	3^{64}
$8+06^{8}$			3^{59}	102.43	3^{58}
$+22^{6}$			3^{55}	102.47	3^{55}
$+38^{8}$			3^{50}	102.52	3^{50}
$+54^{6}$			3^{44}	102.58	3^{46}
$+70^{9}$			3^{40}	102.62	3^{40}
$+87^{0}$			3^{30}	102.72	3^{30}
$9+03^{0}$			3^{21}	102.81	3^{21}
$+16^{1}$			3^{14}	102.88	3^{14}

Right Rail	Turn-		Remarks-
Elev.	-Rod-	Elev-	
102.25	+8		
102.25	19		
102.23	17		
102.21	13		
102.21	09		BODEGA XROADS
102.18	03		
102.19	02		Levels Over
102.16	01		Trestle
	2 71	101 93	62-J
102.17	02		
102.16	02		12-30-15
102.15	01		
102.16	-01		
102.18	-02		
102.21	+01		
102.20	-01		
102.21	-01		
102.23	-01		
102.32	0		
102.33	+01		
102.38	+02		
102.44	+01		
102.47	0		
102.52	0		
102.56	-02		
102.62	0		
102.72	0		
102.81	0		
102.88	0		

(CK)

Station	+ Rod	H. I.	Left Rail Rod	Left Rail Elev.	Right Rod
9+16.9		106.02			
+50			2.93	103.09	2.96
10			2.58	103.44	2.66
+50			2.25	103.77	2.29
11			1.91	104.11	1.94

Right Rail		Turn. Points		— Remarks —
Rod	Elev.	— Rod	Elev.	
				End of Trestle —
6	103.06	—03		
6	103.36	—08		
9	103.73	—04		
[illegible]	104.08	—03		— BODEGA ROADS —

LEVELS OVER
TRESTLE
62—J

12-30-15

W.T.R. { G.L.B.
W.J.A.

- VALLEY FORD -

LEVELS OVER TRESTLE 58-G.
DEC. 31-1915 W.T.R. { W.S.A.
G.L.B.-

Station	+ Rod	H.I.	Left Rail		Ri[ght Rail]
			Rod	Elev.	Rod
0+00 =	Pt. 200 W. of N. Bulkhd Wall of Pile Trestle 58-G				
	5.03	105.03			
0+00			+0.13	105.16	
+50			+0.61	104.42	-0.59
1			1.32	103.71	1.31
+50			2.06	102.97	2.06
2+00					
+00.8			2.74	102.29	2.75
+15.6			2.92	102.11	2.91
+31.2			3.11	101.92	3.10
+47.3			3.29	101.74	3.31
+63.9			3.49	101.54	3.48
+79.5			3.71	101.32	3.71
+95.9			3.90	101.13	3.90
3+11.7			4.08	100.95	4.08
+27.3			4.27	100.76	4.29
+43.7			4.47	100.56	4.4[illegible]
+60.1			4.65	100.38	4.6[illegible]
+75.9			4.85	100.18	4.85
+92.0			5.04	99.99	5.06
4+07.7			5.23	99.80	5.25
+23.8			5.42	99.61	5.42
+39.9			5.64	99.39	5.65

Right Rail		Turn. Points		Remarks.
Rod	Elev	-Rod	Elev.	
			100.00	
	104.44	-.02	✓	
	103.72	-.01	✓	
	102.97	0		
	102.28	+.01	✓	
	102.12	-.01	✓	
	101.93	-01	✓	
	101.72	+02		
	101.35	-01		
	101.32	0		
	101.13	0		
	100.95	0		
	100.74	+02		
	100.55	+01		
	100.35	+03		
	100.18	0		
	99.97	+02		
	99.78	+02		
	99.61	0		
	99.38	+01		

Station	+ Rod	H.I.	Left Rail Rod	Left Rail Elev	Rig[ht Rail] Rod
		105.03			
4+55.9			5.86	99.17	5.86
+71.8			6.05	98.98	6.06
+87.5			6.25	98.78	6.24
5+04.0			6.46	98.57	6.46
⊗+19.9			6.63	98.40	6.64
+35.7			6.82	98.21	6.82
+51.7			6.98	98.05	7.01
+67.6			7.20	97.83	7.18
⊙	0.57	98.16			
+84.1			0.49	97.67	0.50
+99.9			0.66	97.50	0.66
6+16.3			0.87	97.29	0.87
+32.0			1.02	97.14	1.05
+48.0			1.17	96.99	1.20
+63.7			1.34	96.82	1.46
+80.0			1.55	96.61	1.70
+95.7			1.74	96.42	1.91
7+11.8			1.93	96.23	2.12
+27.9			2.12	96.04	2.33
+43.8			2.30	95.86	2.51
+59.5			2.50	95.66	2.71
+75.7			2.72	95.44	2.93
+91.5			2.95	95.21	3.14
8+07.9			3.13	95.03	3.36
+23.3			3.33	94.83	3.52
+39.6			3.46	94.70	3.67
+55.8			3.64	94.52	3.84
+71.3			3.80	94.36	3.99
+87.6			3.97	94.19	4.15

Right Rail Rod	Elev.	Turn. Points Rod	Elev.	Remarks.
86	99.17	0		
06	98.97	+01		
24	98.79	-01		
46	98.57	0		
64	98.39	+01		
82	98.21	0		
01	98.02	+03		
18	97.85	-02		
		7.44	97.59	
	97.66	+01		
	97.50	0		
	97.29	0		
	97.11	+03		- VALLEY FORD -
	96.90	+09		TRESTLE 58-G-
	96.70	+12		Dec. 31-15 W.T.R. {W.S.A. G.L.B.-
	96.46	+15		
	96.25	+17		
	96.04	+19		
	95.83	+21		
	95.65	+21		
	95.45	+21		
	95.23	+21		
	95.02	+19		
	94.80	+23		
	94.64	+19		
	94.49	+21		
	94.32	+20		
	94.17	+19		
	94.01	+18		

-VALLEY FORD-

TRESTLE 58-G

12-31-15 W.T.R. { W.J.A. / G.L.B.

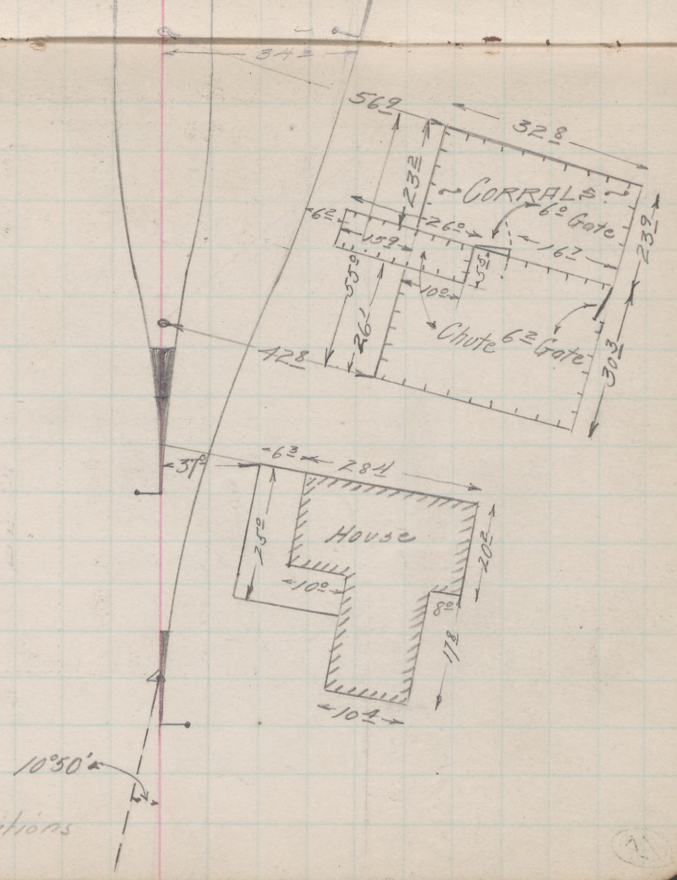
	+Rod	H.I.	Left Rod	Rail Elev.	Right Rod
9+03±			4.16	94.00	4.31
+04±					
+50			4.50	93.66	4.65
10			4.70	93.46	4.86
+50			4.76	93.40	4.93
11			4.68	93.48	4.83

Right Rail

Rod	Elev	
31	93.85	+15
65	93.51	+15
86	93.30	+16
93	93.23	+17
83	93.33	+15

93+26¹	P.I. E.L. of Corral	+25
93+22⁰	Pt. Sw.	+20⁴
+69¹	P.I. to W.L. of Corral	+67⁵
+42⁷	Pt. Frog.	+41¹
+26⁹	Pt. Frog.	+25³
+38⁹	P.I. of Building	+37³
+32⁰	Building	+30⁴
92+04⁷	3 Throw Stub Sw. Pt.	+03¹
91+59⁰	Pt. Frog.	+57⁴
91+26⁶	Δ ∡ 10°50′	+26⁴
1591+25²	Pt. Sw. Lead of 33⁸	+23⁶

1590+62⁰⁶ E.C. = 1590+63⁶⁶

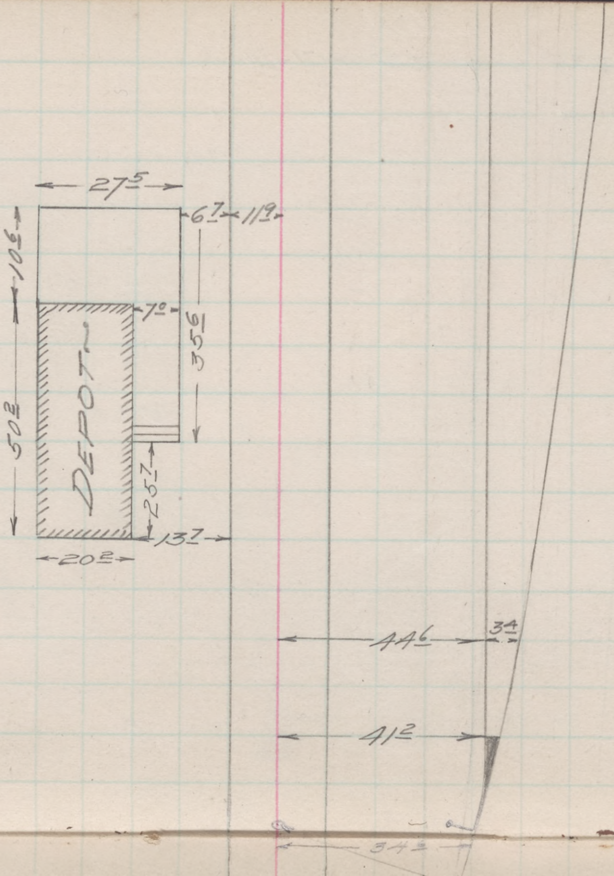


Deduct 1⁶ from Stations

CAZADERO

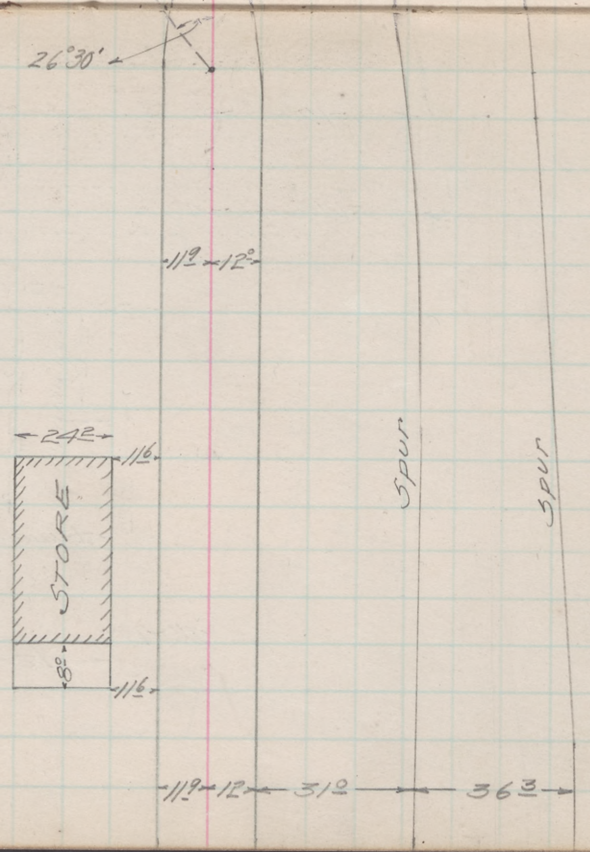
STATION PLAN NOTES

(AS COPIED FROM BOOK L-1 and T 17)



$1593+74^{4}$	W.L. Depot	$+72^{8}$
$93+61^{5}$		$+59^{9}$
$93+47^{5}$	Pt. Frog	$+45^{9}$
$93+26^{7}$	P.I. E.L. of Corral	$+25^{1}$
$93+22^{0}$	Pt. Sw.	$+20^{4}$

1596+40^{1}	Δ ✱ 26°30'	+38^{4}
95+54^{5}	E.L. Store	+52^{9}
94+74^{2}	W.L. Store	+72^{6}
1594+61^{5}		+59^{9}

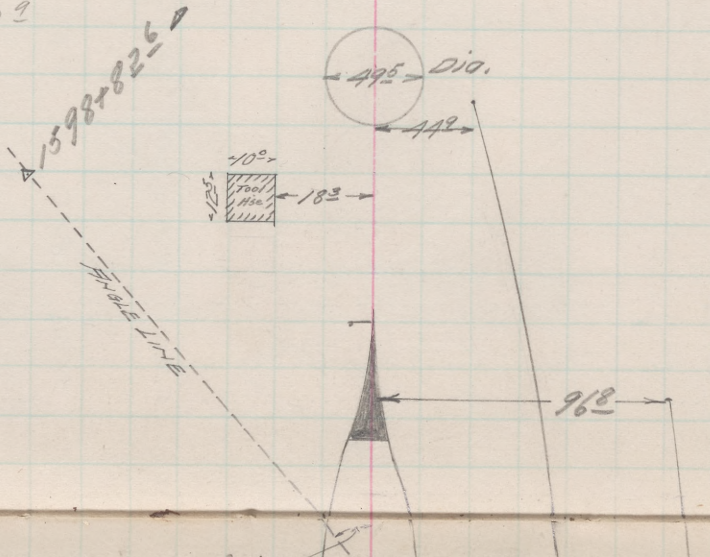


CAZADERO

STATION PLAN NOTES

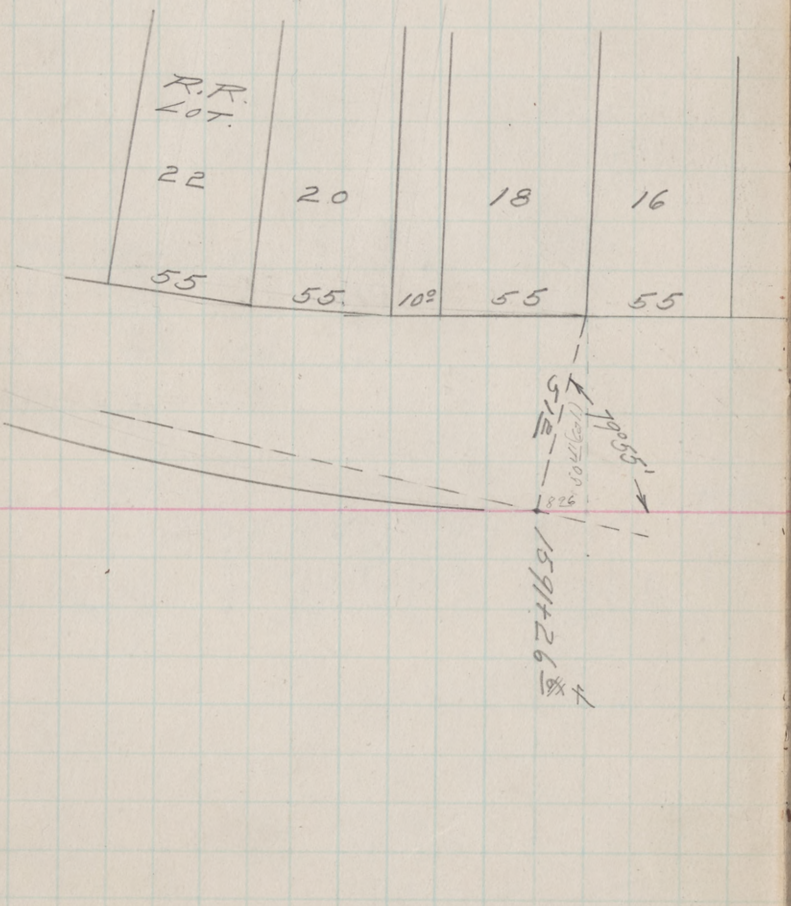
(As copied from L1 + T17)

$97+92^{5}$	E.L. Turntable	$+90^{9}$
$97+68^{5}$	℄ Turntable	$+66^{9}$
$97+44^{5}$	End of Spur	
$97+43^{0}$	W.L. Turntable	
$97+17^{0}$	W.L. Tool House	$+15^{4}$
$96+85^{5}$	Pt. Sw.	$+83^{9}$
$96+63^{0}$	Pt. Frog.	$+61^{4}$
$96+57^{0}$	End of Spur?	$+55^{4}$
$96+47^{1}$	Frogs	$+45^{5}$



~ C

SUB-

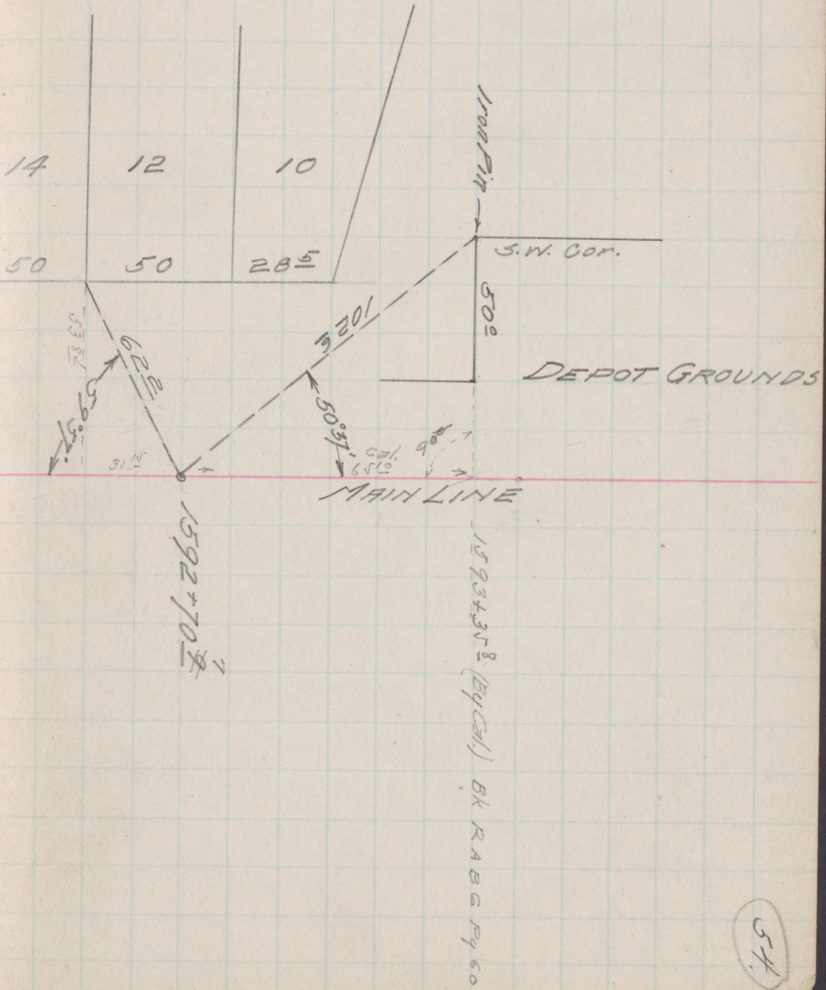


Cazadero
Sub Division Block 8
Mar. 27-1913
(As copied from L.)

CAZADERO

DIVISION-2-

BLOCK-8-

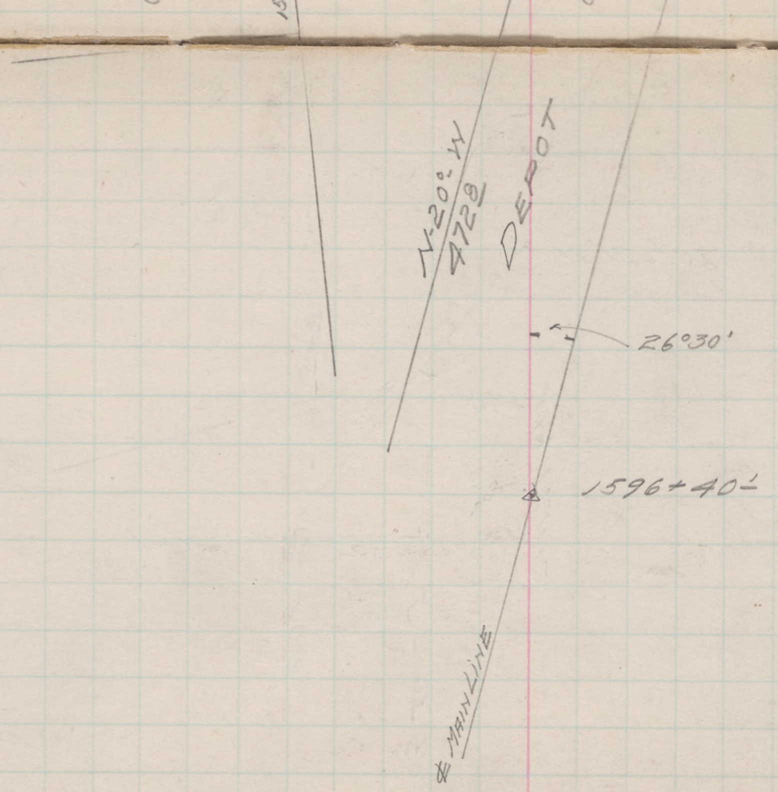


Cazadero

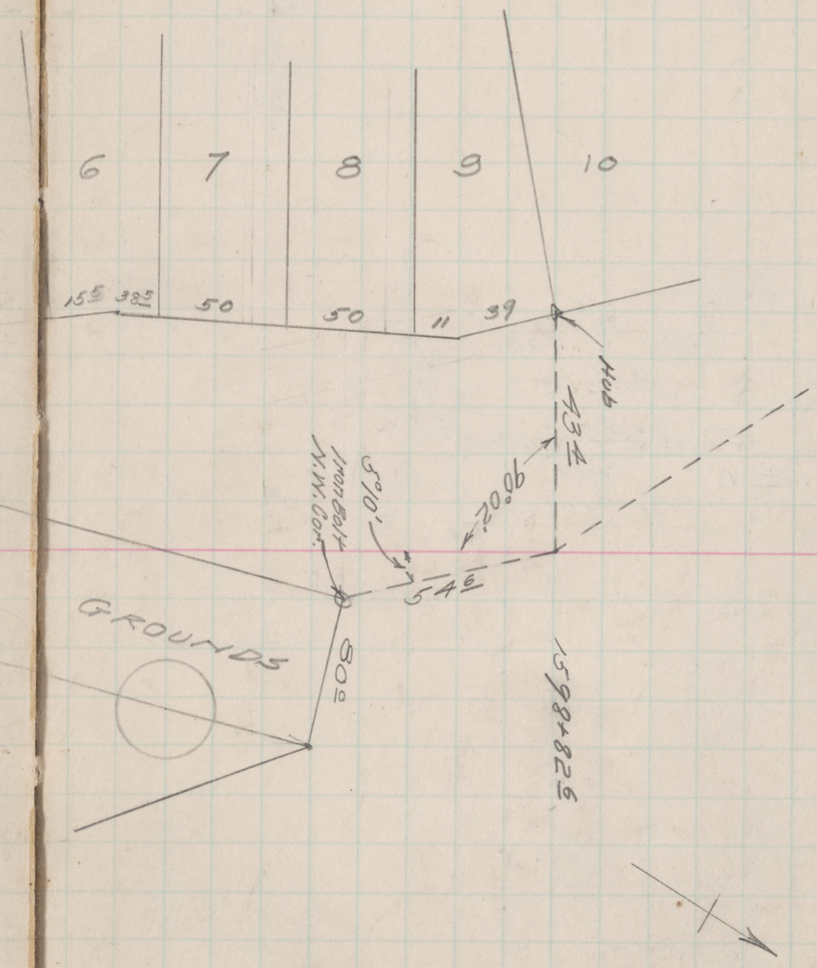
Showing Block 9

Mar 27-1913

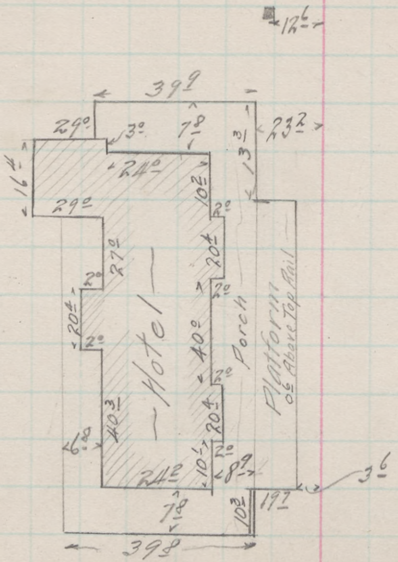
(As Copied from L')



BLOCK -9-


6
7
8
9
10
15.5
38.5
50
50
11
39
Hub
43.4
90°2'
5°10'
Iron Bolt
N.W. Cor.
54.6
GROUNDS
80.0
1598+82.6

1551+29^{55}	B.C. Rt.
1551+16	Station Sign
1551+07^{1}	E.L. Porch
1550+00	Platform 0^{6} Above Top Rail
1549+90^{3}	W.L. Porch

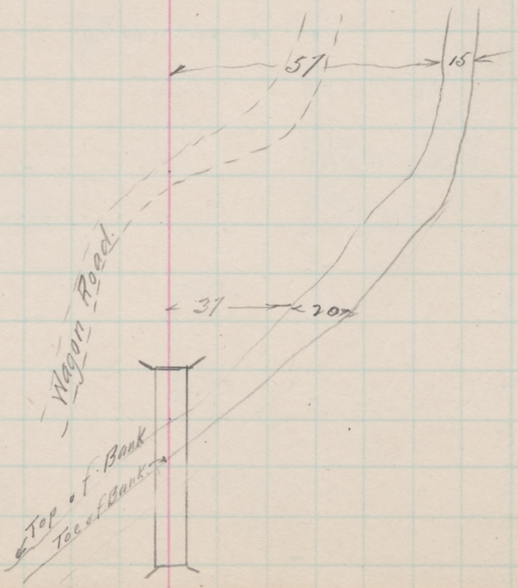


CAZADERO REDWOODS

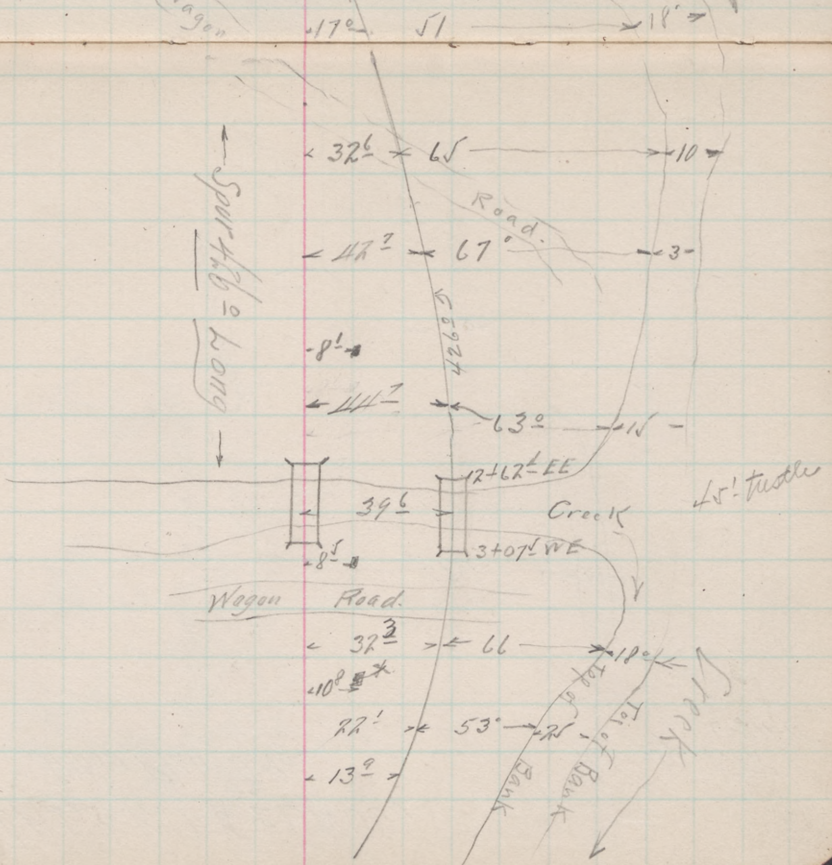
Station Plan Data.

Notes. By. W.T.R.
6-24-15

1557+00	
1556+83.3	℄ Road.
1556+29.3	E.E. 83-K open Deck Trestel-
+10.3	Top of Bank.
+03	Toe of Bank
1554+77.2	W.E. 83-K.



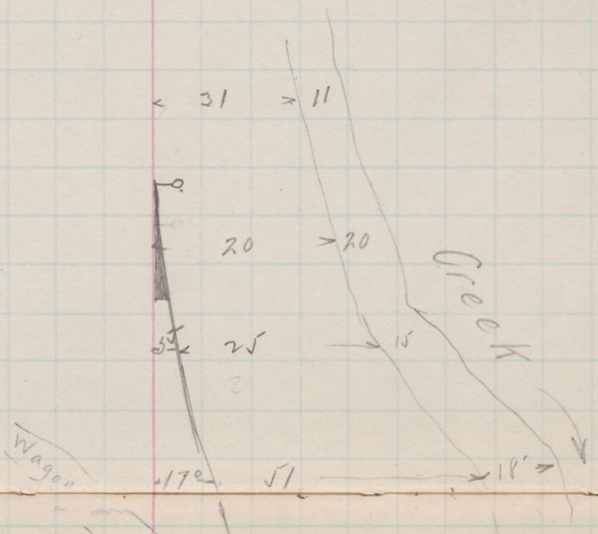
$+50$	
$+41^{6}$	℄ Road - Private
1560	
$+50$	
$+09^{4}$	Private Way Sign.
1559	
$1558+90^{9}$	E.E. 83-L Open Deck Trestle.
$+50$	
$+42^{4}$	W.E. 83-L
$+22^{7}$	Private Way Sign.
$+04^{5}$	℄ Road.
1558	
$+94^{3}$	Xing Sign
$+50$	
$1557+14^{0}$	End of Spur.



CAZADERO REDWOODS.

Station Plan Data.

1562 + 72.06	E.C. Lt.	Pick up
1562		
1561 + 68.8	P.S. Lead = 49.2 #9 frog.	
+50		
1561.		
+50		



TIBURON BRAN

LEVELS - ON TOP
RAIL - TUNNEL

STA	+	⊼	-	Rod	ELEV.
B.M.	6.93	106.93			100.00
ON TRESTLE	EAST END.				
493+80				7.0	99.93
4+00				6.8	100.13
5+00				6.2	100.73
6+00				5.27	101.66
7+00				4.02	102.91
8+00				2.90	104.03
9+00				1.95	104.98
9+50				1.43	105.50
500+00				0.95	105.98
T.P.		-0.95			105.98
	+6.49	112.47			
0+50				6.0	106.47
1+00				5.52	106.95
1+50				5.01	107.46
2+00				4.52	107.95
2+50				4.01	108.46
3+00	✓			3.45	109.02
T.P.		-3.73			108.74
	+6.57				
		115.31 (⊼)			

CH.

#1

Rod. TOP ARCH	ELEV.	GRADE ELEV.
		99.93
		104.03 ✓
		105.03
		105.53
		106.03
+10.7	~~117.63~~ 123.17 ←	
		106.53
11.25	123.12	107.03
		107.53
12.18	124.65	108.03
		108.53
+ 12.4 + 16" = 13.73 (Rod)	126.20	109.03
+10.83	126.14	

STA	+	HI	-	Rod	Elev
3+50		115.31		5.78	109.53
4+00				5.36	109.95
4+50				4.84	110.47
5+00				4.35	110.96
5+50				3.94	111.37
5+85 PORTAL				3.73	111.58
6+00				3.63	111.68
6+50				3.33	111.98
T.P.			-3.04		112.27
	+4.95	117.22			
7+00				5.00	112.22
7+50				4.82	112.40
8+00				4.88	112.34
8+50				4.95	112.27
9+00				5.09	112.13
9+50				5.33	111.89
9+96.5	OPEN DECK BRIDGE			5.44	111.78
97.5				5.5	111.71
10+00				5.5	111.71
10+50				5.5	111.71
11+00				5.60	111.62

111.58
1.5
110.08

GRADE
ELEV.

Foot
mh.

11.95 127.26

12' + 10" = 12.83 128.14

13.7 129.01

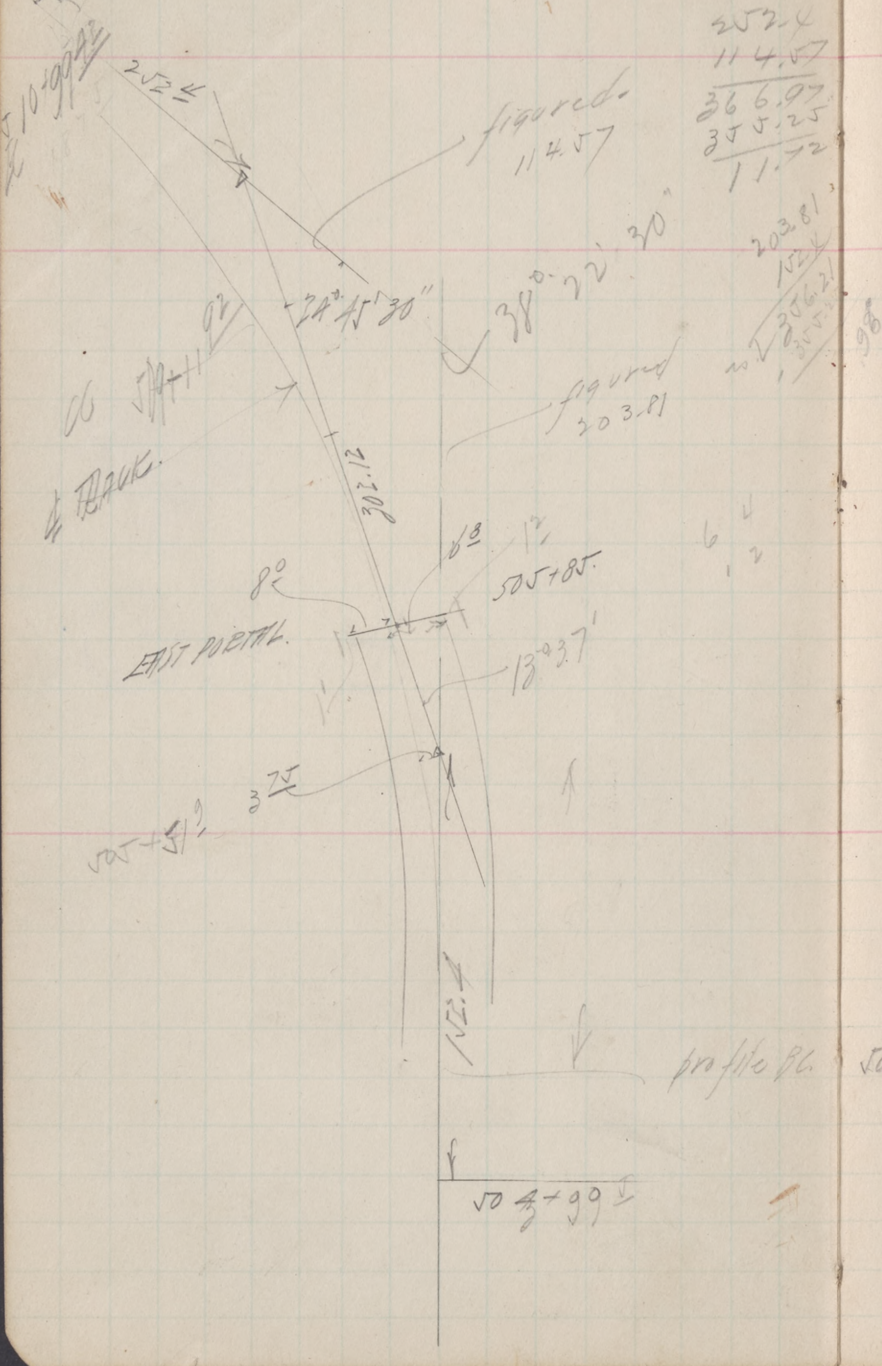
112.21 B.M. on Rock on Right. 2 ft. west TUNNEL WARNING

112.13 ✓
.5

0.25

111.63

TRAVERSE CURVE AT EAST END TUNNEL #1



114.57
252.4
366.97
360.89
250.00

Δ = 19°11'

719.62
0.3479
647658
503434
287848
215886
250.25798
93.80
355.25

PROFILE DATA:

355.25

t_2 = 93.80

D_2 = 793.80

S.T.₁ = 278.74

S.T.₂ = 365.39

B.C. 504+76.3

7°15' L.T.

509+11.5 CC

TV 18.75

510+99.9 E.C.

Δ =

278.74
240
38.74

504+76.97
295.0
203.81
91.19

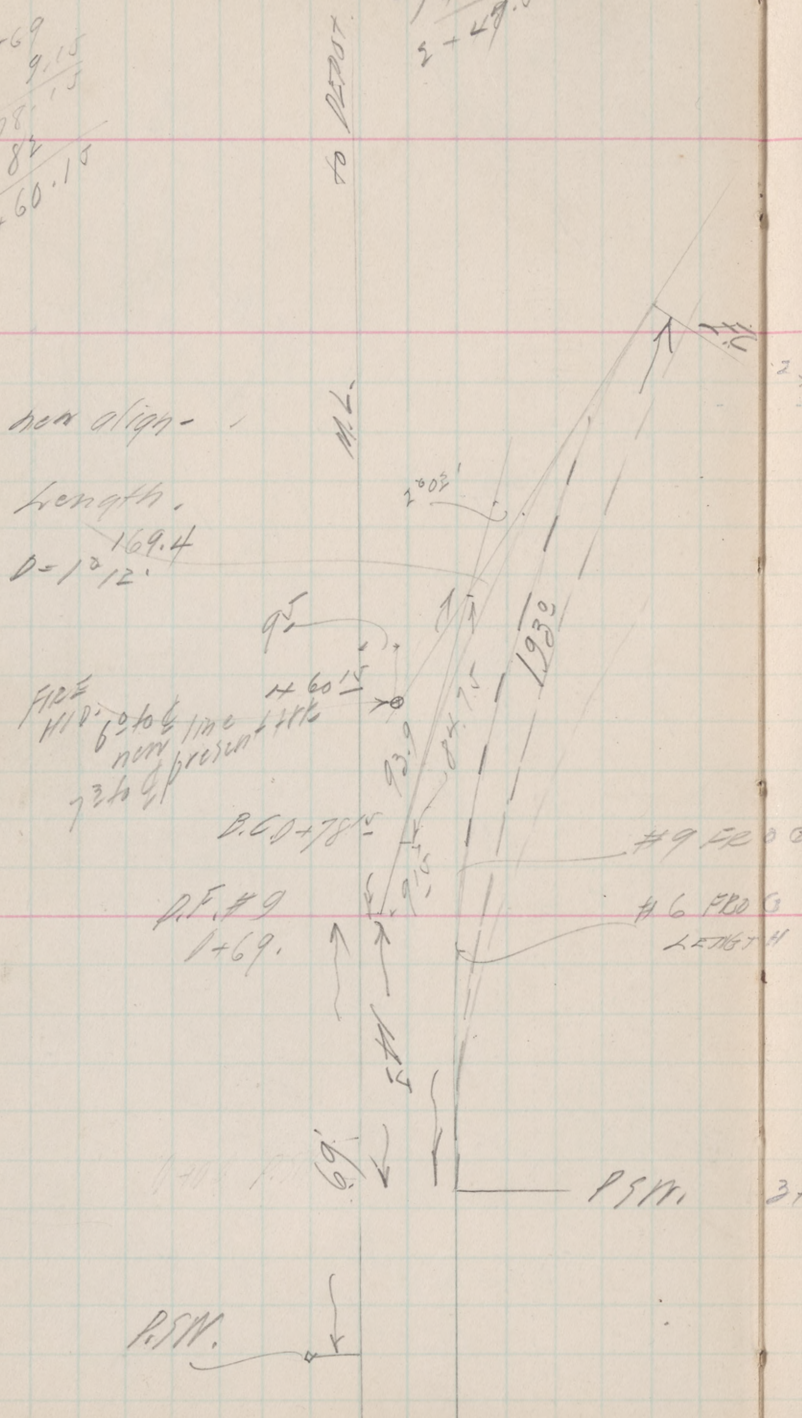
S.T. taper 2 to 7°15'
= 165.23 = 371.5

Radius 7°15' =

99

0+69
9.15
0+78.15
82
1+60.15

0+78.15
1+69.4
2+47.55



2 + 47.55

203.81
152.4
356.21

503 + 99.5
3 + 56.21
5 43.29

503 + 99.5
3 56.21
507 + 55.71
2 + 8.76
504 + 46.97

ER @ @ LENGTH 9'

RO @
NGTH 8'

3 thron Stob.

- TIBURON
SOUNDINGS -

FREIGHT SLIP.

UNDER APRON -

END = 0+00 = 0.0

Rod 10^{3}

L - EDGE	℄ TRK	℄	℄ TRK.	R - EDGE
		0+50		
3.0 (0.8)	3.5 (1.3)	4.0 (1.8)	4.5 (2.3)	4.0 (1.8)
		0+40		
3.0 (0.9)	3.5 (1.4)	3.3 (1.2)	3.8 (1.7)	3.4 (1.3)
		0+30		
3.3 (1.3)	3.5 (1.5)	3.8 (1.8)	4.5 (2.5)	4.5 (2.5)
		0+20		
4.2 (2.2)	3.8 (1.8)	4.3 (2.3)	5.1 (3.1)	6.0 (4.0)
		0+10		
5.3 (3.3)	10.0 (8.0)	10.0 (8.0)	9.0 (7.0)	6.8 (4.8)
		0+00		
19.8 (17.8)	21.0 (19.0)	22.1 (20.1)	22.5 (20.5)	12.5 (10.5)

Rod 10^{2}

- Stationing

Corrected ELEV.

APRIL 17. 1916.

DISTANCE FROM LEFT face - spring line -

DIST.	SOUND -	Corr. Sound -	Rod	STA.
0	12.0	10.0 ✓	10.5	0+00
10	22.6	20.6 ✓		
20	23.0	21.0 ✓		
Rt. spring line	17.5	15.5 ✓		
				0+20
0	16.2	14.2 ✓		
10	24.0	22.0 ✓		
20	22.0	20.0 ✓		
30	24.2	22.2 ✓		
Rt. SPRING LINE	22.1	20.1 ✓		
0	18.1	16.1 ✓	10.5	0+30
10	23.2	21.2 ✓		
20	22.2	20.2 ✓		
30	25.5	23.5		
40	26.0	24.0 ✓		
Rt. Spring Line	24.7	22.7		
0	16.0	14.0		0+40
10	23.6	21.6		
20	23.6	21.6		
30	24.5	22.5		
40	25.7	23.7		
Rt. SPRING LINE	16.7	14.7		

TIBURON

Dist.	Sound.	Corr. Sound.	Rod. 10.5	Sta.
0	14.5	12.5✓		0+50
10	17.4	15.4✓		
20	24.7	22.7✓		
30	23.3	21.3✓		
40	24.7	22.7✓		
50	21.0	19.0✓		
Spring line	15.0	13.0✓	end dredging.	
		Corr.	Rod	0+60
0	18.5	16.5✓		
10	20.1	18.1	10.5	
20	21.1	✓ 19.1		
30	22.7	20.7		
40	22.9	20.9		
50	22.0	20.0		
60	19.0	17.0✓		
Spring line	15.2	13.2✓		
0	16.1	14.1✓		0+75
10	20.4	18.4✓		
20	21.6	19.6		
30	21.5	19.5		
40	19.0	17.0		
50	22.9	20.9		
60	21.7	19.7		
Rt. Spring line	15.1	13.1✓		

APRIL 17-76

Soundings

PASSENGER SLIP.

DISTANCE FROM LEFT SPRING LINE —

Dist.	Sound.	Side	Corrected Rod	Rod	STA.
					-7.0 ✓
0	8.5	Lt.	6.0	10.0	
	9.0	℄	6.5		
	8.0	Rt.	5.5 ✓		
0	13.0	Lt	10.5		0+00.
	14.3	℄	11.8 ✓		
	14.9	Rt.	12.4		
					10
0	11.9		9.4 ✓	10.0	
10	18.0		15.5		
20	20.6		18.1		
Rt	21.1 spring line		18.6		
0	20.2 ✓		17.7		0+20
10	21.8		19.3		
20	20.3		17.8 ✓		
30	22.2		19.7 ✓		
Rt. SPRING LINE.					
	12.5		10.0		0+30
0	22.5		20.0		
10	27.8		25.3		
20	26.8		24.3		
30	23.7		21.2		
40	23.7		21.2 ✓		
Rt.	SPRIN. - 15.3		12.8		

+5 EC.
= 7 ft. EAST
of 0 POINT.

	Sound-	CORRECT. Rdgs.	
0	14.1	11.6	0+40
10	23.5	21.0	
20	25.8	23.3	
30	24.0	21.5	
40	23.5	21.0	
50	23.5	21.0	
Rt. SPRING LINE	16.5	14.0	
0+50			0+50
		END DEDG-ON LT	
0	13.9	11.4	
10	21.0	18.5	
20	23.1	20.6	
30	21.2	18.7	
40	23.7	21.2	
50	24.2	21.7	
Rt. SPRING LINE	18.5	16.0	
		END DEDG-ON Rt.	
0	14.8	12.3	0+80 on Rt
10	16.2	13.7	
20	20.3	17.8	
30	19.0	16.5	
40	14.0	11.5	
50	21.1	18.6	
60	21.0	18.5	
Spring —	15.5	13.0	

+ ⊼ -

TUNNEL GRADES-

B.M.-

809 108.09

498

499 4.1. 3.12 104.97

+6.605 111.575

99+50

499+76° WEST PORTAL-

500+00 111.575

+50

1+00

+50 111.575

2.525

2+00

+50

3+00 109.050

+6.215 115.265

+50

4+00

G.O. Rod-

GRADE ELEV.	G.O. Rod
104.03 ✓	
105.03 ✓	10497
105.53 ✓	
105.79 ✓	5.79 ✓
106.03 ✓	5.55
106.53 ✓	5.05 ✓
107.03 ✓	4.55 ✓
107.53 ✓	4.05 ✓
108.03 ✓	3.55 ✓
108.53 ✓	3.05
109.03 ✓	2.55 - 2.565
109.53 ✓	5.13
110.03 ✓	5.23

4+00 115.265

+50

504+70

505+20

505+70

+85 EAST PORTAL.

B.M. 3.0

top sill 1.54 below
top rail = 12' 6 1/4" –
4 1/2 –
13 3/4

10" sill –

GRADE ELEV.		GRADE RD
110.03 ✓		5.23
110.53 ✓		4.73 ✓
110.73 ✓		4.53
111.20 ✓	.38	4.06 .38
111.58 ✓		3.68
111.68 111.6		3.56

111.68
1.38
110.3

112.27 ✓

111.58
1.38
110.20

99

L.L.	0.0	
30	.16	Rt.
60	.25	"
90	.35	
120	.64	
150	1.06	
180	1.48	
210	1.85	

	2.3
150	2.13
	1.82
100	
	1.41
50	

cc.

STA	+	⊼	-	ELEV.
MAIL	5.21	111.00		105.79
500+00			-4.97	106.03
Top SILL. 499+76			6.59	104.41
500+00			6.29	104.71
+25			6.05	104.95
+51			6.26	104.74
+77	✓		5.72	105.28
501			5.46	105.54
+25			5.09	105.91
+51			5.14	105.86
76.5			4.75	106.25
501+99			4.91	106.09
502+11.0			4.46	106.54
502+25			4.15	106.85
46.5			3.82	107.18
2+50 T.P.			-2.49	108.51
	+5.71	114.22		
2+63			6.96	107.26
75			6.77	107.45
2+86.5			6.69	107.53
503+00			6.53	107.69
3+14.5			6.39	107.83
+26			6.24	107.98
+38			6.10	108.12
503+50			5.92	108.30

104.65

105.79
104.41
1.38
.37
1.01

111.20
1.38
109.82

105.79
103.81
1.98
.37
1.61
.75
.86

1.1
.7

105.79
104.41
1.38
.37
1.01

1.	–	104.41	
	–	104.65	+0.6
		104.90	+0.5
		105.16	–.42
		105.42	–.14
4		105.66	–.12
1		105.91	✓
6		106.17	– .32
5		106.425	– .17
9		106.650	–.56
4		106.77	– .23
5		106.91	– .06
18		107.125	+ 0.6
51	—		
26		107.290	–.0.3
45		107.41	+.0.4
53		107.525	+.01
69		107.650	+.04
83		107.795	–.03
98		107.91	–.07
12		108.03	+09
30		108.15	+.15

STA.	+	⊼	−	ELEV
		114.22		
503+62			5.8	[illegible]
+74			5.69	
+86			5.65	
504+02			5.50	
4+14			5.38	
+26			5.30	
37			5.15	
49			5.10	
+62			4.95	
73			4.80	
90			4.70	
505+01			4.57	
+14			4.43	
+26			4.35	
37			4.22	
+50			4.05	
+63			3.97	
+75			3.80	
505+82 E. Poe.			3.92½	
		111.67		

104.41
4.26
108.67

504+02
499+76
4.26

105.53

504+73
499+76
4.97

111.58
105.79
5.79

107.65

104.41
4.97
109.38

GR. ELEV.

108.42	108.27	-0.15
108.53	108.39	-.14
108.57	108.51	-.06
108.72	108.67 ✓	-.05
108.84	108.59	-.25
108.92	108.89 ✓	-.03
109.07	109.00 ✓	-.07
109.12	109.12 ✓	✓
109.27	109.25	-.02
109.42 ✓	109.36	-.06
109.52		
109.65		
109.79	109.82	505+20
109.87		
110.00		
110.17		
110.25	110.20	505+70
110.42		
110.42	110.3	

STA.	+	⊼	−	ELEV.
499+76	+6.07	111.86		105.79
500+12			7.14	104.72
500+30			7.22	104.64
500+35			7.09	104.77
+41			6.87	104.99
+45			6.91	104.95
+58			7.02	104.84
61			6.90	104.96
65			6.82	105.04
69			6.85	105.01
+81			6.56	105.30
85		111.86	6.44	105.42
89			6.53	105.33
95			6.50	105.36
501+39			6.10	105.76
45			5.89	105.97
51				
55			5.80	106.06
58			5.80	106.06
64			5.70	106.16

187.5

7.5

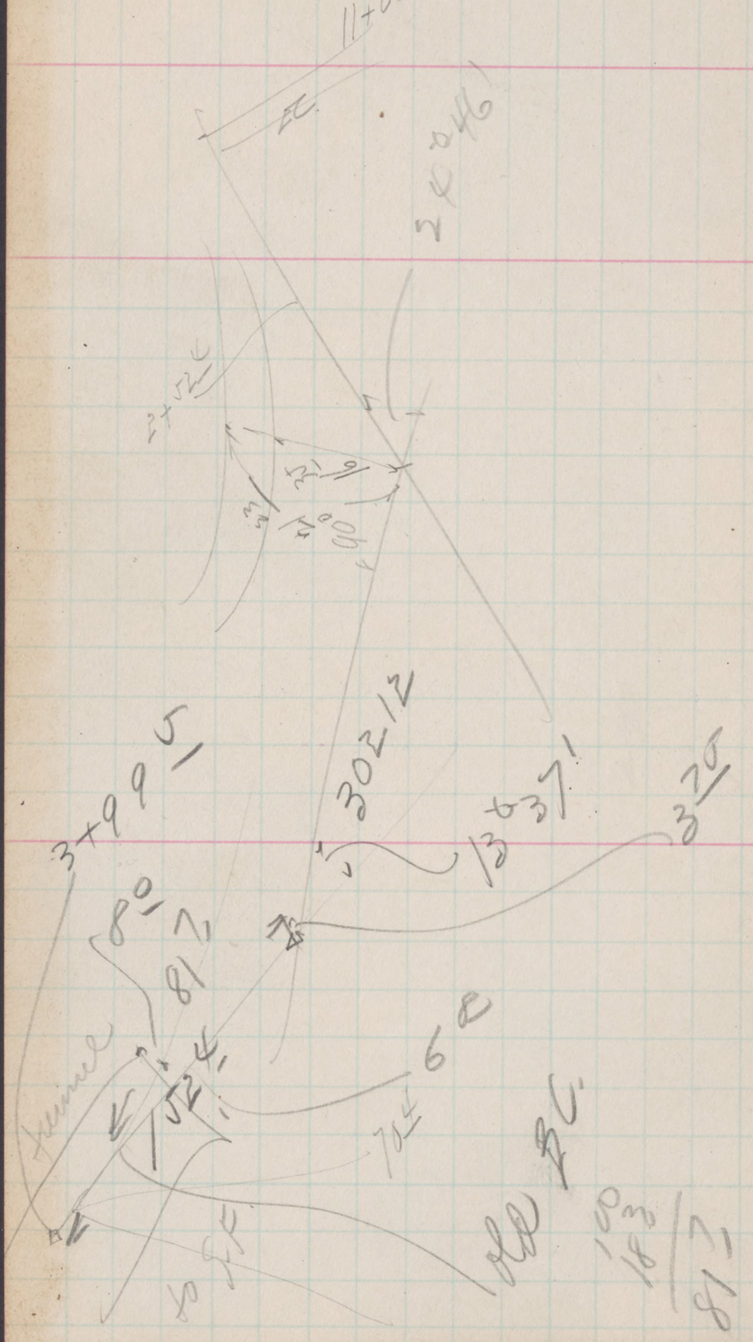
187.5

7.5' @ 70 15'

~~11~~1.111.86

501+82	5.85	106.01
87	5.85	106.01
+91	5.65	106.21
+95	5.55	106.31
501+99		
502+12.5	5.38.	106.48
502+18	5.48	106.38

70



11+01
3+99 5
Tunnel

106.03
104.71

1.32
.83

2.15

10¢

9.0
7.2
1.8
.5

1.8
78

8
8.5 | 3.3
67.0

Limit for cutn
3+99±

17
14.9
2.1

~~4+70~~ 4.5

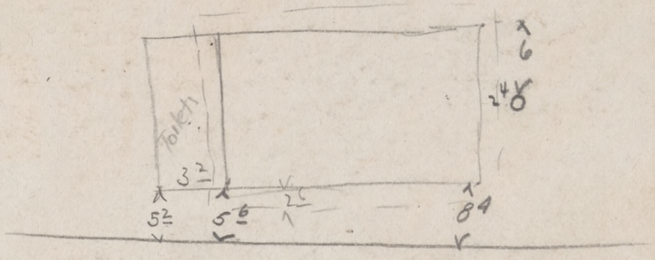
B. C. as checked in
ground 4+70±

21°47½
28°08½
24
73°56
73°52

Steve Palladino

13' 3"
8 6"

4' 9"

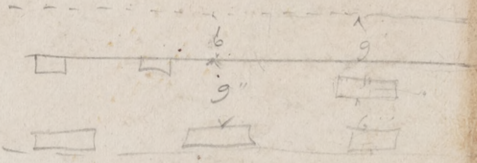


7.63
6.
1.6

1.40
3.
1.2
4.2
.7
3.5

1.2
4.5
.7

10.4.41



105.79
104.41
1.38

$\frac{3}{50} = \frac{7}{15}$

1. 4½"
10
1' 14½"

50) 4.50 = 507
450

12
22½